

From: [debbietim.or@netzero.net](mailto:debbietim.or@netzero.net)  
To: [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#)  
Cc: [Anderson, Susan](#); [mnaLaittee@gmail.com](mailto:mnaLaittee@gmail.com); [UseComm](#); [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Fish](#); [Commissioner Fish](#); [Anderson, Susan](#)  
Subject: Planning for Multnomah Village  
Date: Wednesday, October 05, 2016 8:32:01 PM

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Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

**Re: Planning for Multnomah Village**

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

[Debra Timmins](#)

[9433 SW Capitol Hwy Portland, OR 97219](#)

**From:** [Anderson, Susan](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Fw: Planning for Multnomah Village  
**Date:** Wednesday, October 05, 2016 5:11:29 PM

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Susan Anderson  
Director  
City of Portland  
Bureau of Planning and Sustainability  
[www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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To help ensure equal access to City programs, services and activities, the City of Portland will provide translation, reasonably modify policies/procedures and provide auxiliary aids/services/alternative formats to persons with disabilities. For accommodations, translations, complaints, and additional information, contact me, City TTY 503-823-6868, or use Oregon Relay Service: 711.  
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**From:** Deborah Fisher <[deborahlfisher@gmail.com](mailto:deborahlfisher@gmail.com)>  
**Sent:** Tuesday, October 4, 2016 8:39 PM  
**To:** Hales, Mayor; Commissioner Fritz; Commissioner Fish; Commissioner Novick; Commissioner Saltzman; City Auditor Griffin-Valade; Anderson, Susan; [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)  
**Subject:** Planning for Multnomah Village

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

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Please add this to the record.

Thank you,

Deborah L

Fisher

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2404 SW Nevada Court, Portland, OR

97219

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cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)

Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)

Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)

Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)

Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)

City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)

Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)

MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)

**From:** [Rasmussen, William](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** [Collision Rebuilders \(info@collisionrebuilders.net\)](#); [peter@finleyfry.com](mailto:peter@finleyfry.com)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, October 05, 2016 4:47:58 PM  
**Attachments:** [S33-NE-C65416100514260.pdf](#)

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Please include the attached written testimony in the record regarding the proposed zoning changes impacting the properties at 1100-1118 NW 21st Avenue.

We think it was an errant mistake that Vehicle Repair was not included in the list of Active Uses for the proposed CM2 zone, and respectfully ask that this be corrected.

Thank you,  
Will

**William L. Rasmussen, P.C.**

Partner

**Miller Nash Graham & Dunn LLP**

3400 U.S. Bancorp Tower | 111 S.W. Fifth Avenue | Portland, Oregon 97204

Direct: 503.205.2308 | Office: 503.224.5858 | Fax: 503.224.0155

[E-Mail](#) | [Bio](#) | [Social](#) | [Blogs](#)

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Collision Rebuilders Inc.

2077 NW Marshall Street

Portland, OR 97209

Phone: 503-226-6311

Fax: 503-226-3034

Email: info@collisionrebuilders.net

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October 4, 2016

Mayor Hales (Rm 340) Commissioner Fish (Rm 240) Commissioner Fritz (220)  
Commissioner Novick (Rm 210) Commissioner Saltzman (Rm 230)

Portland City Council  
1221 SW 4<sup>th</sup>  
Portland, OR 97204

RE: Mixed Use Zones Project

The proposed zoning code allows Vehicle Repair in the Commercial Mixed Use 2; however, Vehicle Repair is not listed as an Active Use in the Northwest Plan District: 33.562.270 Minimum Active Floor Area - C. Standard.

Our business is a locally owned operation located at the northeast corner of Northwest Marshall and 21<sup>st</sup> since 1943.

We provide a very important local service to our neighborhood. We employ 13 and serve approximately 100 customers weekly between Monday through Saturday.


The active use lists Manufacturing and Production, Industrial Service, and Retail Sales and Service. Vehicle Repair is not listed.

Vehicle repair is as active and interesting as any of the uses mentioned. We have as much, if not more customer activity as retail. Our activities are as interesting as manufacturing and production.

Our business is very active in our community – We support NW Lions Club, OHSU, Good Samaritan Medical Center Foundation and Children’s Cancer Association. We also support automotive associations and clubs which are all part of their own charities. Collision Rebuilders Inc. was the first shop to be certified by the DEQ in Portland.

Please add Vehicle repair to the list of active uses.

Sincerely,



Robert Edgar  
President

**From:** [Kimberly Stevens](#)  
**To:** [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#); [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [City Auditor Griffin-Valade](#); [Anderson, Susan](#); [mnalandusecommittee@gmail.com](mailto:mnalandusecommittee@gmail.com)  
**Subject:** City Council hearing on 2035 Comp Plan testimony for 10/6/16  
**Date:** Wednesday, October 05, 2016 4:20:01 PM  
**Attachments:** [Comp Plan hearing 100616.pdf](#)

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Hello,

Attached please find my support of Multnomah Neighborhood Association's request to change the designation of all properties in the business district to CM1 limiting heights to 35 feet along with two other requests.

Thank you,  
Kimberly Stevens



Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

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Please add this to the record.

Thank you,

(Your Name) Kimberly Stevens  
(Your Address) 7611 SW 31<sup>st</sup> Avenue, Portland 97219

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)



## SW Trails PDX

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*President*  
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baack@q.com

Lee Buhler  
*Secretary*  
503-227-0160

Dave Manville  
*Vice President*  
*Construction*  
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Chris Mays  
*Treasurer Finance*  
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Sharon Fekety  
*Board Member*  
*Walks*  
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Glenn Bridger  
*Board Member*  
*Audits*  
503-245-0729

Hans Steuch  
*Board Member*  
*Policy-Red Electric*  
503-452-9225

Barbara Bowers  
*Board Member*  
*Membership*  
503-452-5017

Barbara Stedman  
*Board Member*  
*Social Media*  
503-892-5180

October 5, 2016

To Portland City Council  
1220 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Comments on the Major Public Trail Alignments 10 5 2016 hearing

The road traveled to get to this point of the approval process has been very difficult to track and participate in on a constructive basis. The map as currently presented is very (extremely) confusing as some key routes are show in red to remove designations on routes that have already been built, green indicates new route and yellow indicates no change (from what?) And blue indicates “Stars on the Map” This whole map needs to be redone so that it is clear, contains the key information needed and is easily understandable by a lay person.

We started with what we were led to believe was an effort to identify the important trails in the City of Portland. We proposed an extensive map of the routes we thought should be included.

We then learned that staff would not consider any routes or connections that were not on an approved plan.

We then learned the reason for the effort was to identify “Stars on the Map” to alert staff that a dedication was needed when land was redeveloped.

Next we learned that staff reduced the routes from an equity concern, too many in SW and too few in other parts of the City.

Catch 22, the reason we in SW have developed trail plans and used our personal time and energy building them was because we did not have safe places to walk. So rather than just bitch that we do not have any sidewalks in SW, (we have been told that 15% to 23% of our streets have sidewalks, mostly concentrated in Portland Heights and some sections of Hillsdale and that 45% or about 50 miles of our arterials do not have sidewalks which constitutes 45% of the substandard arterials in the whole city) we decided with strong support from PBOT and the City Council to develop walking routes to make it safer and easier to get around SW. This was a transportation effort, not a recreational one. With strong support from PBOT staff we developed a plan for an Urban Trail System largely utilizing our existing street rights of way and low traffic streets. This has led to over 40 miles of marked routes 4 east-west and 2 north-south in addition to Terwilliger and the Willamette Greenway. The still to be constructed Red Electric Bike/Ped route is the 7<sup>th</sup> route. We then with funding from the City, less than \$100,000 out of pocket total for materials and signage, we utilized volunteers to build or repair the connections that were not in place and installed way finding signage for the entire system excluding the Red Electric route. We still have a few gaps or are using alternative routes where we want the “Stars on the Map” to assure the right of way will be acquired over time.

What we ended up with is a map with marks that do not make sense and do not create a system of trails. Some have gaps, other important ones have been deleted. If we work



together we can put together a map that everyone can understand and is useful. One that assures we will have the key right of way connections we need to complete our Urban Trail Network.

We have requested a meeting with the appropriate staff on three occasions to discuss what is being proposed and to make the community needs and reasoning known, but have not received a favorable reply to our request. The changes we are requesting are shown on the 8 Figures (photos) of the map which are shown below the comments.

## THE ASK

- A. Send this map back to staff to work with the community to produce an understandable pedestrian trail map that includes the points in the following comments. We seek to have the entire Urban Trail System included in the Public Trail Alignments as well as some additional routes noted below. The Urban Trail System underwent extensive review and discussion while it was being developed in the years 1996-2000.
- B. We prefer to address important issues now rather than putting them off for future discussion.
- C. Make the map represent only Pedestrian and Pedestrian/Bicycle routes as including bicycle only routes on the same map is very confusing for everyone looking at the map.
- D. We seek to have the routes we have identified below and on the photos attached be included in the Comp Plan and Major Public Trails Alignment
- E. We seek to have all the blue marked areas included as "Stars on the Map" in the adopted version of the comp and zoning plan.

## THE REASONING FOR OUR REQUESTS -- Starting From Hwy 26 Going South

1. Trail 6 from just south of Hwy 26 is intended to go west on (Market?) to Cable, then south to a right of way dedicated from Cable to Montgomery. We have records indicating this was to be dedicated, but do not see the right of way on the Portland Maps, this route was included in the SW Urban Trails Plan, but to be sure, put "Stars on the Map", SOTM, as a fallback position. The developer was to build the stairs.
2. From the loop in Montgomery roughly parallel with SW 18<sup>th</sup>, a short section of right of way is needed west of the existing SW 18<sup>th</sup> ROW to make it feasible to build a trail, on the alignment of a trail that existed years ago. Please add SOTM from SW 18<sup>th</sup> and Jackson to SW Montgomery on the west side of SW 18<sup>th</sup>.
3. There is a need to make a ped/bike connection from the end of the trail along the south side of Hwy 26/I 405 to Duniway Park and Barbur. Please put SOTM in this area to obtain the proper dedications of the ROW to make this linkage happen.
4. Dosch Road and alternatives: We all know walking on Dosch Road is a suicide mission. It was put in the SW Urban Trails Plan as an alternate route to the favored route of Talbot/Fairmount/and utilizing a sewer/water easement from Fairmount south to Martens Lane. We request SOTM from Fairmount to Martens Lane along the sewer/water easement and mark the trail on the map as shown in the photos, following the SW Urban Trail Alignment to connect with Trail 1 at SW 38<sup>th</sup> Place on the west side of Albert Kelly Park.
5. Since it may take a long time to acquire the ROW noted in 4, we propose an alternate route be developed to allow people to walk on low traffic streets from Dosch/Patton down to Hamilton. Just one short connection is needed to make a safe pedestrian connection possible. It is shown on the map from SW Sweetbriar to SW Downsview Terrace. There are two undeveloped lots in this area west of 3451 SW Sweetbriar Drive where it would be possible to develop such a connection. This is a very important connection that would enable students to walk from NE Bridlemile to school.

6. Trail 1 and Trail 7 from SW 45<sup>th</sup> east follows a paved route east of 4904 that does not appear to be shown correctly on the map. See Portland Maps for the prox trail alignment. If this is not an easement or ROW along the existing route, please add SOTM so that ROW can be acquired at this point.
7. Trail 1 through OHSU does not follow ROW, add SOTM to indicate dedication of a route is needed.
8. Trail 6 on Fairmount just north of Mitchell. The ROW shown on Portland Maps is in dispute. It is a desired route for Trail 6 as it will cut off prox 2000 feet of walking, please put SOTM north of 3104 and south of 3112 so that the row intended for dedicaton when originally platted can be acquired for a trail connection. It would be easier to build a trail south of 3112.
9. The Red Electric Bike/Ped trail should show the connection across the Newbury Bridge and connect to the routes to the west.
10. Trail 3 should be shown from SW Burlingame Terrace & SW Burlingame Avenue going north to enter Wilson Campus and connect up with Trail 6 at the food carts. Add SOTM through the Wilson/Rieke Campus so that we are assured of access over time. No formal agreement exists between the schools and COP regarding trails on school property.
11. Add a key connection from the center of Stephens Creek Natural Area on the Raz Baack Crossing to SW Capitol R\$oad and SW 19<sup>th</sup>. This is the route most people walk , only people living west of 19<sup>th</sup> and north of Capitol Hill Road will use the route on 19<sup>th</sup> north of Capitol Hill Road.
12. Follow the SW Urban Trail plan for trail 3 from SW 19<sup>th</sup> west to and through Gabriel Park to SW 45<sup>th</sup>. Add SOTM on the west side of 45<sup>th</sup> to connect with SW Miles Court. There is an existing trail there that children from Maplewood use to get to school with permission of the church property owner. Add SOTM so it will be dedicated if the land is redeveloped. We have been working to secure an easement but are bogged down because of unclear title on the church property. Continue to trail to SW Maplewood Road.
13. When Trail 3 exits April Hill Park, follow SW Miles to the city limits. Now that there is a sidewalk on SW Oleson Road, this will be a safer and shorter route to the Fanno Creek Trail.
14. Remove the SOTM off SW 64<sup>th</sup> Place north of SW Canby, we have no idea what purpose this would serve.
15. From a pedestrian point of view, remove Multnomah Blvd as a pedestrian trail. In the nearly 20 years of monthly SWTrails walks, we have never walked on this section of Multnomah Blvd. It needs sidewalks, but does not deserve to be considered a trail.
16. Trail 4 is incomplete, add Custer Way from SW Kelly to SW Taylors Ferry Road to the map. This is an existing City Stairs.
17. Add Trail 4 route from SW 5<sup>th</sup> Avenue under the Terwilliger Bridge west to connect to Trail 6 at SW 19<sup>th</sup> south of Capitol Hill School.
18. Trail 6 should be shown going through Marshall Park on existing trails, then go south through Metro and Oregon State Parks lands to connect to SW Boones Ferry Road at the soon to be constructed bridge as shown.
19. Add SOTM for Trail 5 across Jackson MS as there is no formal agreement on rights of access and passage between the School District and the City of Portland.
20. Change the route of Trail 5 from the west side of Dickinson Park to follow SW Huddleson, SW 62<sup>nd</sup> Drive, SW 64<sup>th</sup> Drive and then a right of way connecting to BES property that will allow the trail to connect to a planned Washington Count/Tigard trail on SW Ventura. The other route hits a dead end and does not connect to anything in Washington County.

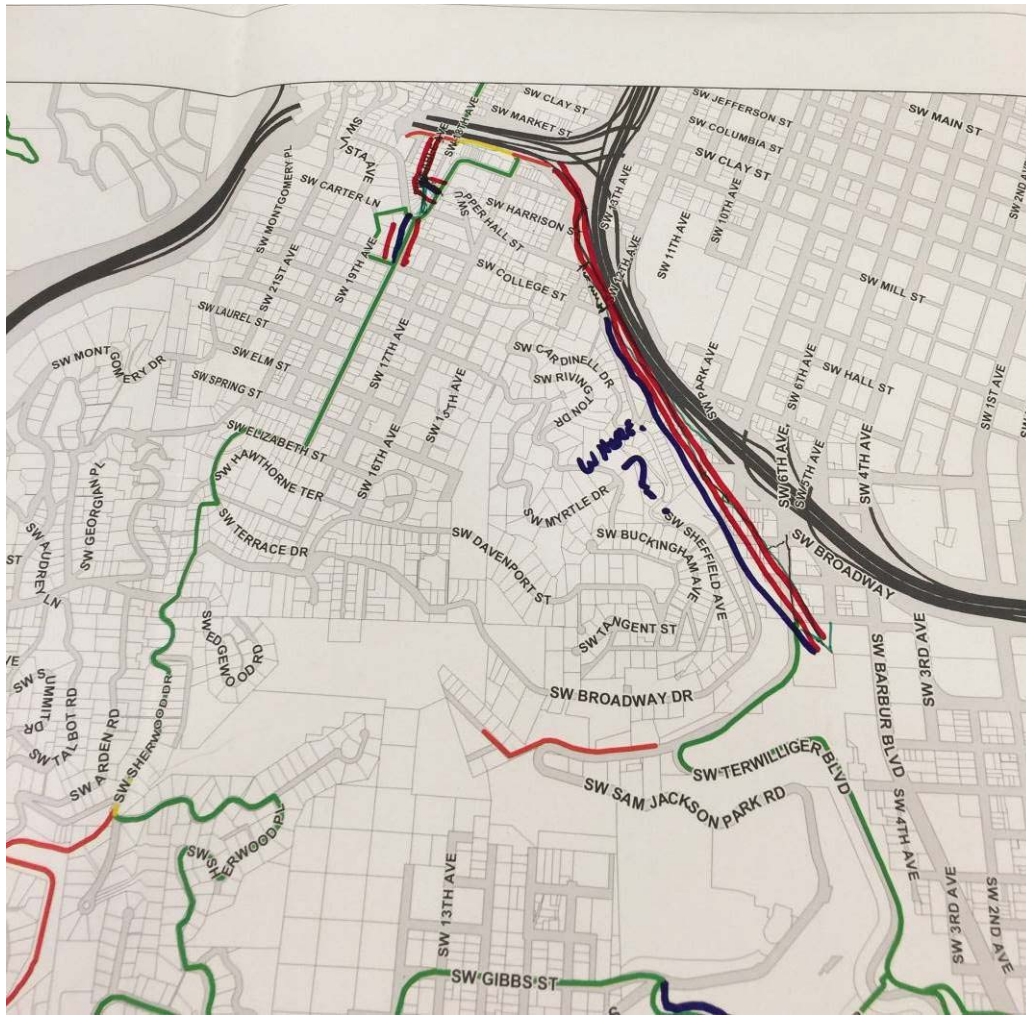


Figure 1 SWHRL and Goose Hollow neighborhoods. Note the requested SOTM in the area west of 18<sup>th</sup> and south of Hwy 26 where we need a right of way to complete the Urban Trail system. See also the important section of the trail on the south side of I 405 to make connections from Duniway Park to the current bike/ped trail on the south side of Hwy 26.



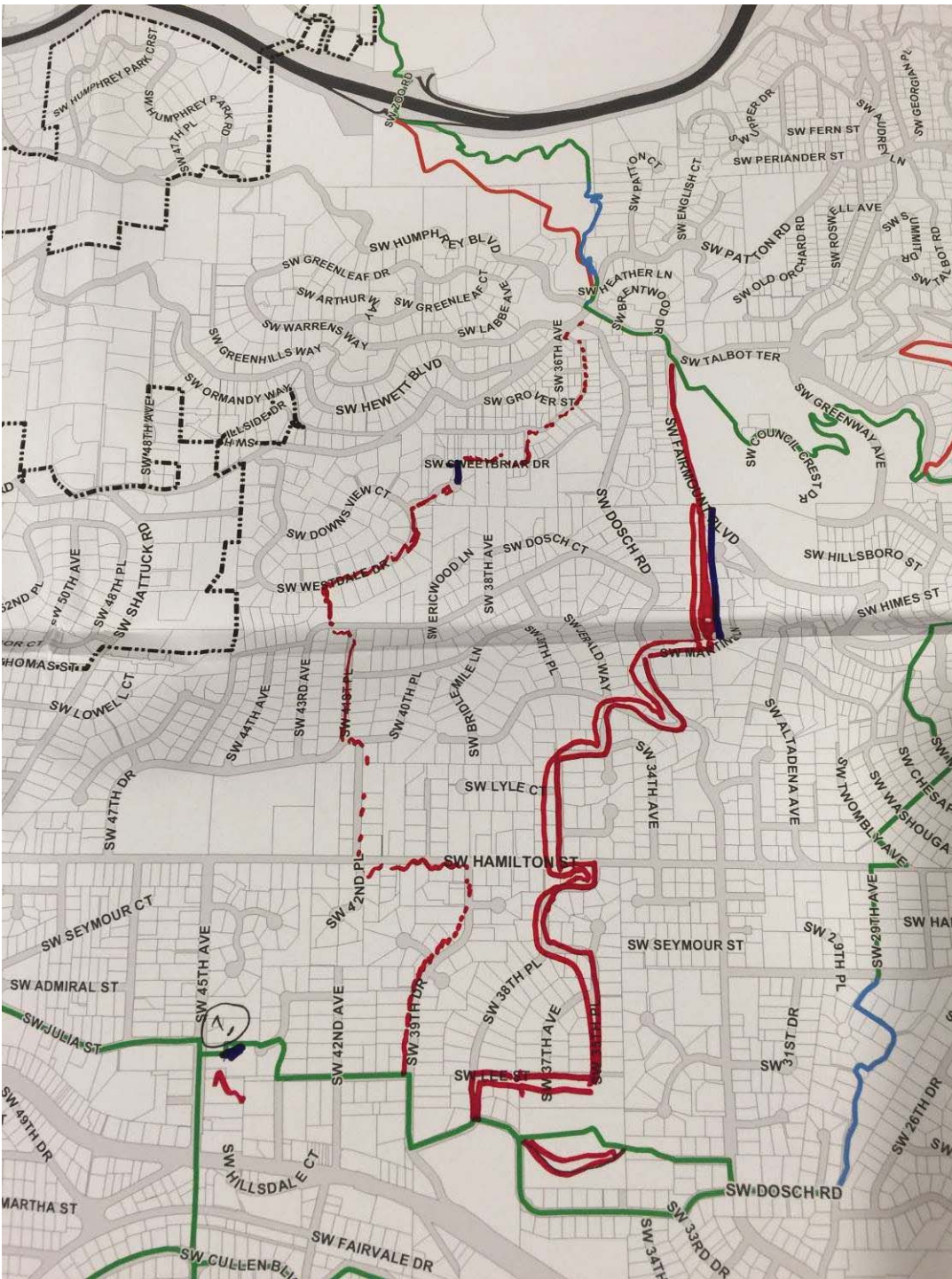


Figure 2. Showing need for trail connection along Fairmount to the sewer/water easement from Fairmount Blvd to SW Martens SOTM, and the trail connections down to SW 39<sup>th</sup>. It also shows an alternate safe to walk route from SW Dosch to Trail 1 which would provide a much safer route to walk to Bridlemile School than any other available route at SW 39<sup>th</sup>. See also question of route vs ROW west of 45<sup>th</sup>.

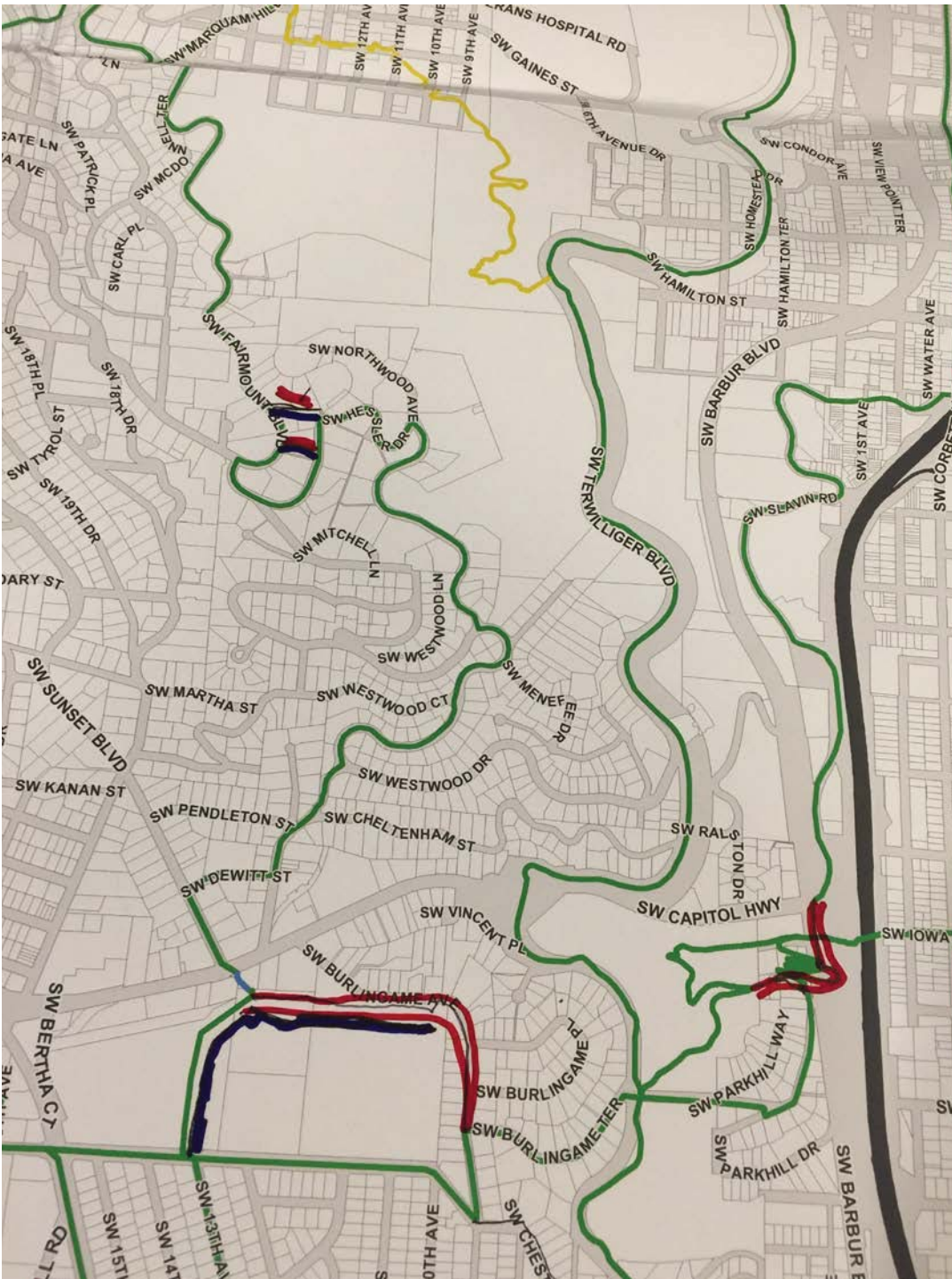


Figure 3. Hillsdale and South Portland showing needed trail connections off Fairmount Blvd to Hestler, Red Electric Configurations at Newbury Bridge of Barbur, and the Urban Trail 6 connection to Hillsdale Town Center and Right of Way need on Wilson/Rieke Campus.



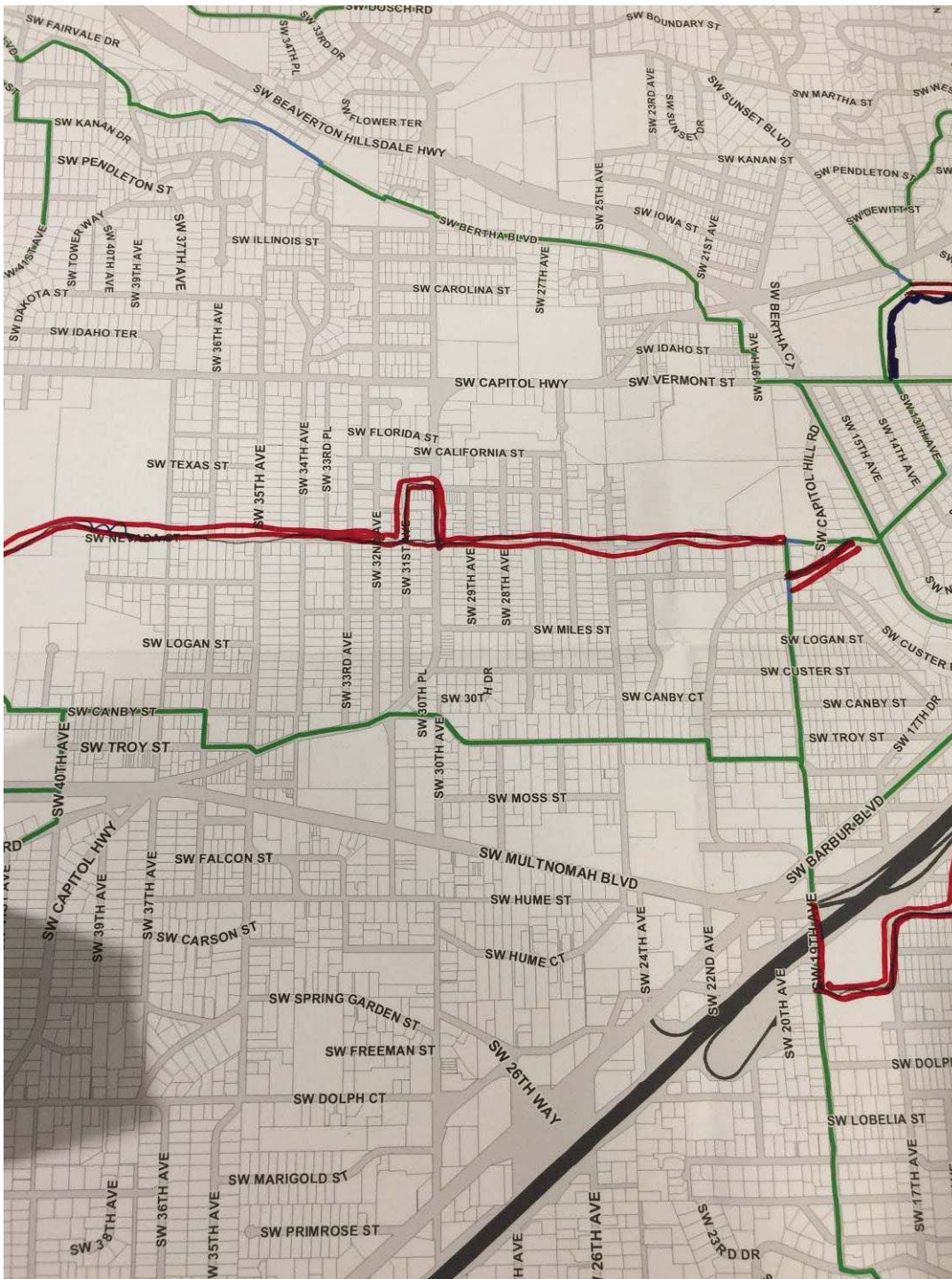


Figure 4 Multnomah, Hillsdale and South Burlingame showing the route for Trail 6 along Capitol Hill Road, Trail 3 from SW 19<sup>th</sup> west to Gabriel Park note that trail 3 utilizes Capitol Hwy rather than 29<sup>th</sup> because we now have a walkable sidewalk along Capitol Hwy we did not have when the SW Urban Trail Plan was completed. Also not Trail 4 coming around Capitol Hill School.



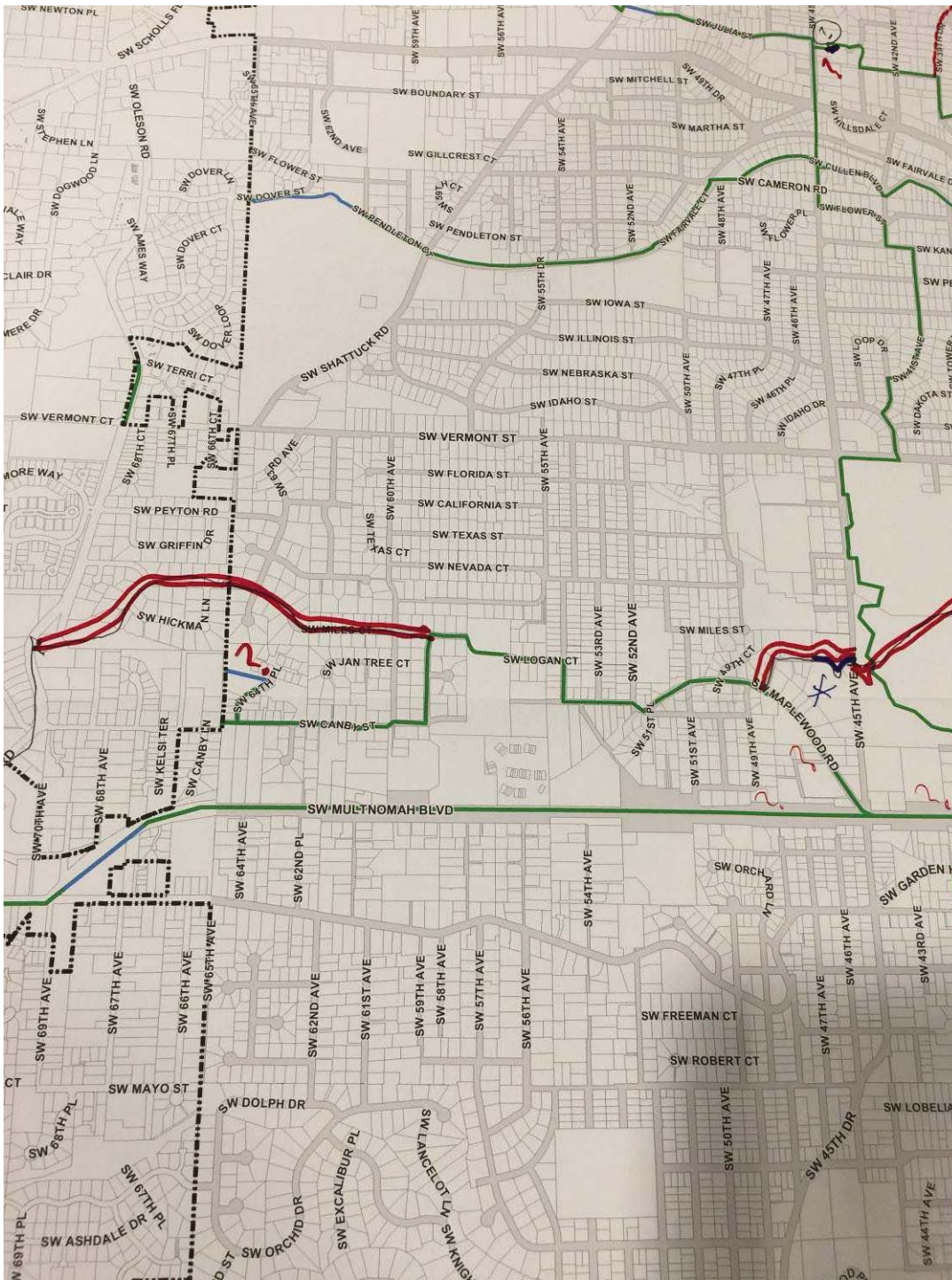


Figure 5. Maplewood NH shows trail 3 coming out of Gabriel Park and west to Washington County See the requested SOTM shown just west of SW 45<sup>th</sup>, as was specified in the SW Urban Trails Plan, where ROW is needed for an existing trail used by permission as a key safe route to school for children attending Maplewood School. See also the proposed change for Urban Trail 3 route west on SW Miles to SW Oleson in Washington County and thence on sidewalks to the Fanno Creek Trail and the Garden Home commercial area.

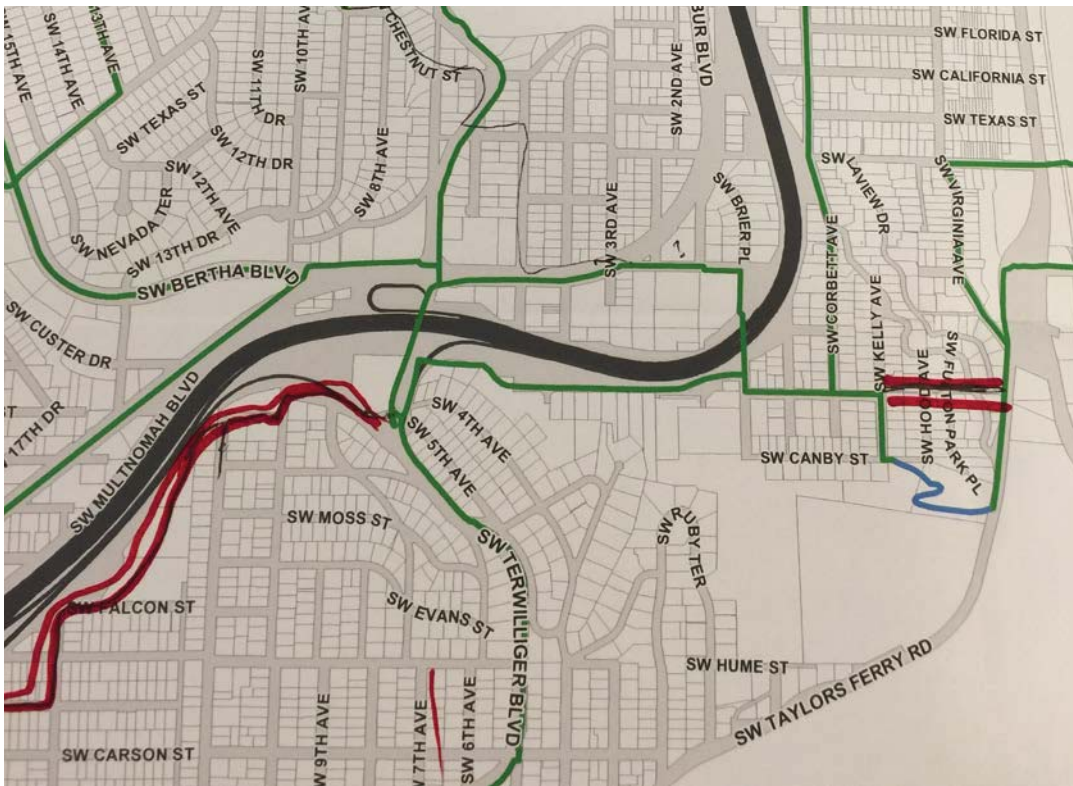


Figure 6 South Portland and South Burlingame Neighborhoods. Note the need to identify Custer Way off SW Taylor's Ferry Road as part of Urban Trail 4, and the Urban Trail 4 Route from SW 4<sup>th</sup>/SW 5<sup>th</sup> west to SW 19<sup>th</sup> (off the map to the west see Figure 4)



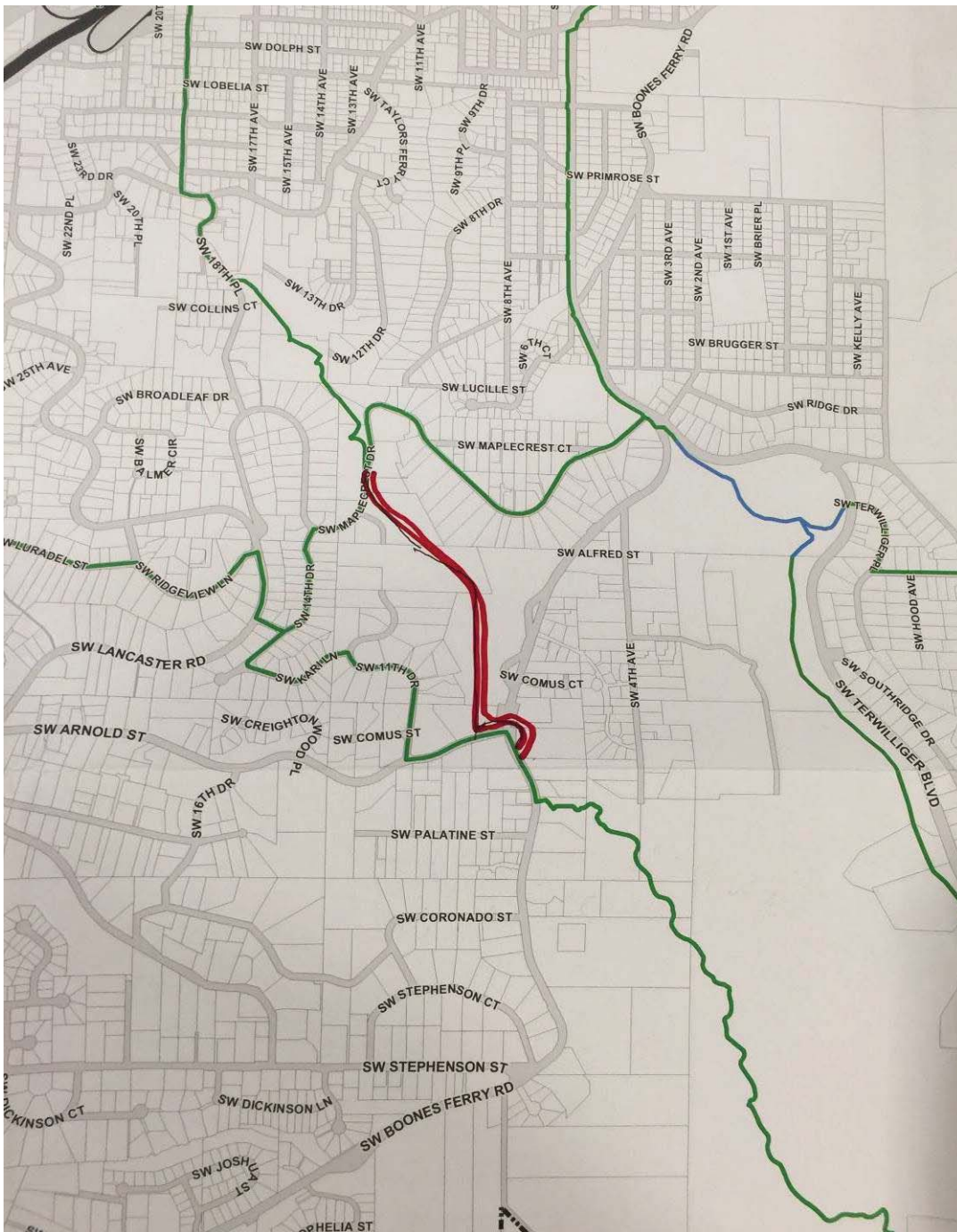


Figure 7 Arnold Creek and Marshall Park Neighborhoods. This shows the route of the Hillsdale to Lake Oswego Regional Pedestrian Trail (Urban Trail 6) from the south end of Marshall Park down to Arnold and then under a soon to be constructed Boones Ferry Road bridge over Tryon Creek and then into Tryon Creek State Park. This alignment was included in the SW Urban Trails Plan.

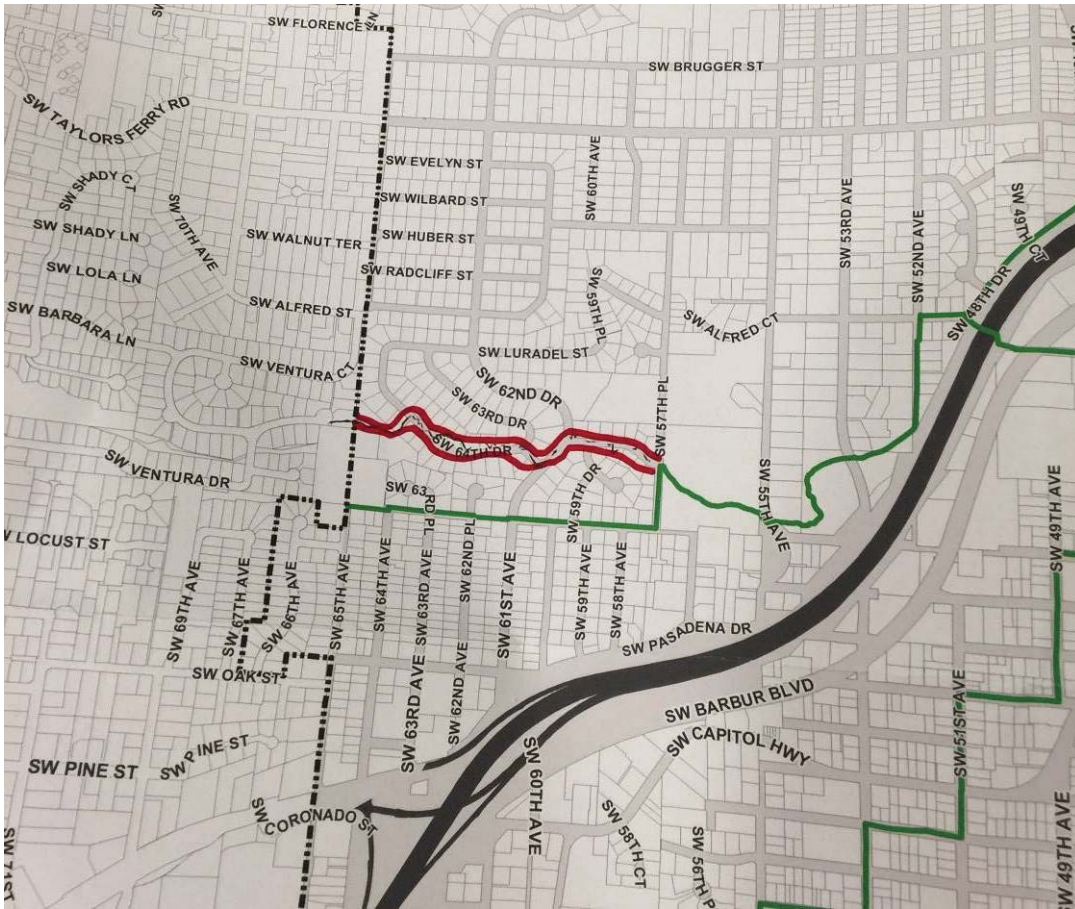


Figure 8 Crestwood Neighborhood shows the revised route for Urban Trail 5 from a dead end at SW 65<sup>th</sup> to a route that will connect with an expected trail route in Washington County. No additional ROW is needed for this route, just a trail across BES property.







September 20, 2016

Attention: Comprehensive Plan Implementation Testimony  
Portland City Council  
c/o Council Clerk  
1221 SW 4th Avenue, Room 130  
Portland, OR 97204

Re: **Proposed zone changes at 1208 SE Boise Street & 4214 SE 12<sup>th</sup> Avenue**

Dear City Councilors:

My landlord Jerry Baker and I would like to comment on the proposed zone changes at 1208 SE Boise Street & 4214 SE 12th Avenue, identified as changes #1438 and 1585 of the Comprehensive Plan Implementation Projects. This summer, we worked together with the Brooklyn Action Corps (BAC) to provide testimony to the Planning and Sustainability Commission (PSC) requesting that the western portion be zoned Commercial Mixed Use 1 (CM1) and the eastern portion be zoned Commercial Employment (CE). Both of these zones are consistent with the *Mixed Use - Neighborhood* plan designation adopted by Council in June for this property. The diagrams we submitted to the PSC noted that the precise location of the proposed zoning boundary would be determined following a site survey.

We have now completed the survey and would request that the zoning boundary adopted by City Council correspond to the location indicated on the enclosed property line adjustment exhibit. This zoning boundary location would allow future property line adjustments along the same alignment, thereby eliminating the current situation in which the paved areas attached to Townsend's Tea Company facilities encroach on the rear yards of the houses at 1208 SE Boise Street & 4214 SE 12th Avenue.

Thank you for your consideration of this request. We believe that this action would be consistent with prior discussions, would provide transition between the CE zone and residential properties to the west, and would support jobs in southeast Portland while contributing to the continued success of our family of businesses.

Sincerely,

Matt Thomas  
Townshend's Tea Company  
Brew Dr. Kombucha  
PO Box 42291  
Portland, OR 97242

Enclosures: Property Line Adjustment Exhibit, dated September 20, 2016  
Planning and Sustainability Commission testimony, dated July 8, 2016





July 8, 2016

Attention: Composite Zoning Proposal Testimony  
Planning and Sustainability Commission (PSC)  
City of Portland Bureau of Planning and Sustainability  
1900 SW 4th Avenue, Suite 7100  
Portland, OR 97201-5380

Re: **Proposed zone changes at 1208 SE Boise Street & 4214 SE 12<sup>th</sup> Avenue**

Dear Planning and Sustainability Commission Members:

As part of the City's Comprehensive Plan update, my landlord Jerry Baker and I submitted testimony requesting a commercial plan designation on the two parcels located at 1208 SE Boise Street & 4214 SE 12th Avenue. This would allow for property line adjustments to separate the two residential structures from the lower, eastern portions of the rear yards which are partially paved and utilized by the adjoining commercial properties for parking and storage. As a result, Commissioners Fritz and Saltzman sponsored a change to *Mixed Use - Neighborhood* during the Council hearings on the Comprehensive Plan amendments. This plan designation was proposed to be implemented with the Commercial Employment (CE) zone.

Having recently met with the Brooklyn Action Corps (BAC) regarding our businesses and this site, I've learned of their concerns regarding the four-story buildings that would be allowed in the CE zone and their preference for the Commercial Mixed Use 1 (CM1) zone, which would only allow 3-story buildings. As my primary interest is in completing the property line adjustment rather than replacing the existing houses, we have explored other options with the BAC and with staff from the Bureau of Planning and Sustainability (BPS) and Bureau of Development Services. BPS planner Marty Stockton recently suggested that the City could impose two separate zoning designations on the properties, with the west portion (containing the houses) zoned CM1 and the east portion (containing a retaining wall and the paved commercial area) zoned CE. Then, once the new zoning is in effect, we could complete the property line adjustments as the lower portion of the properties would then have the same base zone as abutting commercial property to the east.

The BAC and I support this approach and would request that the PSC recommend this change to the City Council. The attached diagram illustrates the approximate location of the two proposed zone designations on these properties. At this time we do not have the survey data necessary to determine the precise location of the zoning boundary that would allow the property line adjustment. However, I propose to hire a surveyor in the coming months and to coordinate with BPS staff to define the zoning boundary alignment prior to the City Council hearing in October.

This approach will protect my business interests, support jobs in southeast Portland, and provide transition between the CE zone and residential properties to the west. Thank you for your consideration and your support.

Sincerely,

Matt Thomas  
Townshend's Tea Company  
Brew Dr. Kombucha

Enclosure: Zone Change Concept Diagram, dated 7/8/16

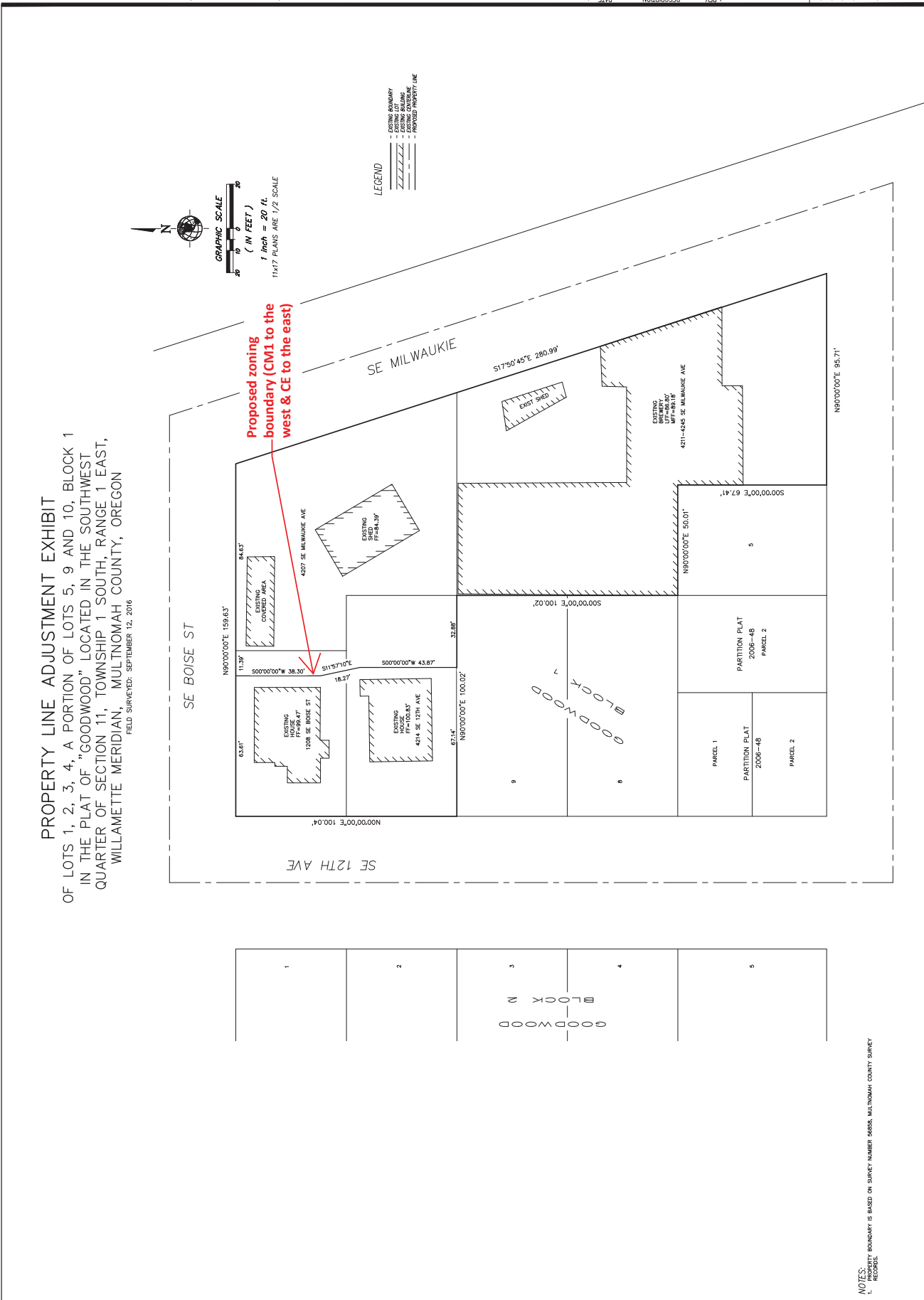


8555 SW Hill Road, Suite 101  
 Beaverton, Oregon 97008  
 Phone (503) 489-8553  
 www.srdesign.com

TOWNSHEND'S TEA COMPANY  
 PORTLAND, OREGON  
 TAX LOTS 4100, 4300, 4800 AND 4900

REV.	DESCRIPTION	DATE

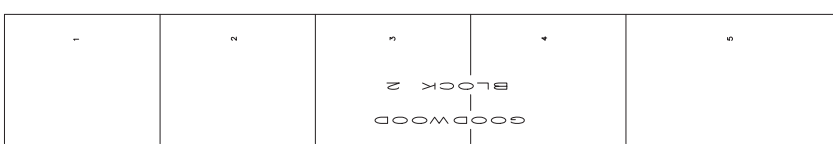
PROJECT NO. OCCC004  
 CASE FILE NO. LEGAL  
 DATE 9/20/2016  
 SURVEYOR J.B.  
 DRAFTER J.B.  
 CHECKED  
 SHEET TITLE  
 PLN  
 SHEET NUMBER 25



PROPERTY LINE ADJUSTMENT EXHIBIT  
 OF LOTS 1, 2, 3, 4, A PORTION OF LOTS 5, 9 AND 10, BLOCK 1  
 IN THE PLAT OF "GOODWOOD" LOCATED IN THE SOUTHWEST  
 QUARTER OF SECTION 11, TOWNSHIP 1 SOUTH, RANGE 1 EAST,  
 WILLAMETTE MERIDIAN, MULTNOMAH COUNTY, OREGON  
 FIELD SURVEYED: SEPTEMBER 12, 2016



LEGEND  
 - - - - - EXISTING BOUNDARY  
 - - - - - EXISTING BUILDING  
 - - - - - EXISTING SHED  
 - - - - - EXISTING PROPERTY LINE  
 - - - - - PROPOSED PROPERTY LINE

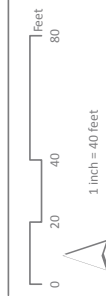


NOTES:  
 1. PROPERTY BOUNDARY IS BASED ON SURVEY NUMBER 8868, MULTNOMAH COUNTY SURVEY RECORDS.

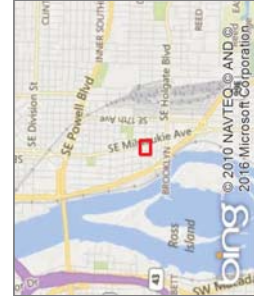
# Zone Change Concept Diagram Portland, Oregon

## LEGEND

- Existing CG zone to be changed to CE zone
- Proposed CE zone
- Proposed CM1 zone



CONTRACOR: MACKENZIE AND ASSOCIATES, INC.  
 ADDRESS: 1000 NE Oregon Street, Suite 200, Portland, Oregon 97232  
 DATE: August 2014



**MACKENZIE.**  
 P: 503.224.9960 • F: 503.228.1285 • W: MCKENZIE.COM  
 RiverEast Center 515 SE Water Avenue, #100, Portland, OR 97214  
 Portland, Oregon • Vancouver, Washington • Seattle, Washington  
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From: [David Binnig](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan Implementation  
Date: Wednesday, October 05, 2016 3:39:20 PM

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Like many Portlanders, I believe that the biggest crisis facing the city is the rising cost of housing. The city is spending millions of dollars to directly promote affordable housing, and that's an important step. But we also have the opportunity to promote more affordable housing without additional public spending—by eliminating minimum parking requirements that make housing more expensive.

Because parking requirements add thousands of dollars to the per-unit cost of development, they shift development toward more expensive housing—and cause fewer affordable units to be built.

At the same time, parking requirements act as a subsidy for car-ownership. Because poorer Portlanders own fewer cars, parking minimums are broadly a subsidy from poorer residents to wealthier ones. And by subsidizing driving, parking minimums promote traffic and carbon emissions while discouraging other transportation options.

Support for parking minimums draws on understandable concerns about parking availability, but those can be more fairly, effectively, and flexibly addressed through pricing street parking to match demand—letting those who use parking pay what it's worth to them, rather than bundling the cost of parking into the cost of housing.

The 2035 Comprehensive plan is guided by the principles of promoting equity, human and environmental health, and a low-carbon economy. Parking minimums undermine all of those principles.

I hope City Council will consider promoting our city's goals of sustainability, equity, and affordability by eliminating minimum parking requirements in Mixed Use Zones.

Respectfully,

David Binnig  
5774 N Vancouver Ave  
Portland, OR 97217

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

**Re: Planning for Multnomah Village**

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

Trevor Stephenson

(Your Name)  
(Your Address) 3409 sw moss street Portland

Or 97219

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)

From: [mvogelpnw@gmail.com](mailto:mvogelpnw@gmail.com) on behalf of [Mary Vogel](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Cc: [Doug Klotz](#); [Lidwien Rahman](#)  
Subject: Drive-through facilities Multi-Modal Access  
Date: Wednesday, October 05, 2016 1:35:07 PM

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**I am in perfect agreement with Doug Klotz on this!**

**Drive-through facilities Multi-Modal Access** (p. 279)

I heartily endorse the concept in **33.224.070** of eliminating discrimination by businesses based on mode choice. As a pedestrian advocate I have been raising this issue for decades. I would note that the approach taken, to have the drive-through facility serve walkers, could be improved on. Perhaps cyclists can mingle with queuing cars, but pedestrians should be more appropriately accommodated. I would change the proposed language thus:

"People arriving on foot, by mobility device, or by bicycle must be able to easily and safely access the services offered at a business or agency at any time it is open. Drive-through facilities, including automated services, can only be available at times when facilities are also available for those not in cars."

Mary Vogel, CNU-A



Bringing services nature provides to community design & planning  
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503-245-7858

[mary@plangreen.net](mailto:mary@plangreen.net)

<http://plangreen.net>

Blog: [Housing Affordability - Put a Bern on It](#)



10/6/2016

Dear City Council,

My name is Paul Niedergang and my home address is 4437 SW Twombly Ave.

My wife and I own and operate a small real estate investment business in urban Portland. Since 1999 we've owned & managed a small mixed use property located at the corner of SE Hawthorne Blvd. and 50<sup>th</sup> Ave.

This property is currently zoned CS, Commercial Storefront. As the details of the Comp Plan have evolved our property was initially zoned CM2 and is now slated to be down-zoned to CM1. **I am here today to ask you to reconsider that designation and return this property to its original proposed designation of CM2.**

The draft Comp Plan shows that the corresponding zone for CS is typically CM2. We feel that the proposed CM1 designation not only down-zones our property but also misses an important urban design opportunity.

The intersection of SE Hawthorne Blvd and 50<sup>th</sup> Avenue plays a special role in the urban fabric. SE 50<sup>th</sup> & Hawthorne is the Easternmost Gateway to the Hawthorne District with SE 50<sup>th</sup> curving to meet Hawthorne and acting as the continuation of that street. Hawthorne itself transitions East of 50<sup>th</sup> to a quieter, more residential street. Conversely, the intersection of Hawthorne and SE 50<sup>th</sup> is also the Western gateway to the Mt Tabor Neighborhood. Whether coming from the South along 50<sup>th</sup> or from the East from Mt Tabor, this intersection is a gateway to the Hawthorne District.

A gateway is an important Urban Design element and an opportunity to create a strong 'sense of place" and identity in the urban fabric. As 50<sup>th</sup> is the Easternmost entry to the Hawthorne District this intersection is notable and should be zoned appropriately.

For an example of gateway zoning see the proposed Comp Plan for Division & 50<sup>th</sup>. (Please refer Figure 1 and Figure 2). All corners of the intersection are zoned the same creating a Gateway to Division. We feel that the Easternmost entry to the Hawthorne District also deserves to be treated in the same manner.

(Please refer to Figures 3-7) The proposed zoning for the intersection of Hawthorne & SE 50<sup>th</sup> is unbalanced. The properties on 50<sup>th</sup> Ave along West side are zoned CM2, while the East side is zoned CM1. We believe that the intersection should have the same zoning on the three major corners.

We are a family owned business, we love Hawthorne, Mt Tabor and our building. We also look forward to passing it onto our children in the coming years. We want to reassure you that we have absolutely no plans to take down our building. We are actively in the process of upgrading it, to ensure that it will be around for the next generation. However, if the building were destroyed or damaged beyond repair by a fire or a natural disaster then we'd like the

opportunity to re-build to the CM2 parameters which we believe is the correct designation for this keystone corner site.

I am a longtime Hawthorne resident and local property owner; I was president of the Hawthorne Blvd Business Association for 4 years and sat on the Hawthorne Blvd Transportation Plan committee for 6 years. During that time I worked with the Mt Tabor Neighborhood Association to support the design and implementation of the Mt Tabor Neighborhood Entry also located at SE 50<sup>th</sup> & Hawthorne. My wife is an Architect, was Secretary of the Richmond Neighborhood Association for 5 years and also sat on the CAC for the Mt Tabor Reservoir Project. Both of us have been active participants in helping to shape the face of Portland.

Thank you for listening, we appreciate your careful consideration and contribution to our city. We are available for any follow-up questions that you might have, my contact information is included with my testimony.

Paul & Anne Niedergang  
Property Owners 5000-5018 SE Hawthorne Blvd.

Office: 3558 SE Hawthorne Blvd.

Home: 4437 SW Twombly Blvd  
Portland, OR 97239  
503.750.2396 cell  
[paul@progresspdx.com](mailto:paul@progresspdx.com)  
[annie@progresspdx.com](mailto:annie@progresspdx.com)

Fig. 1

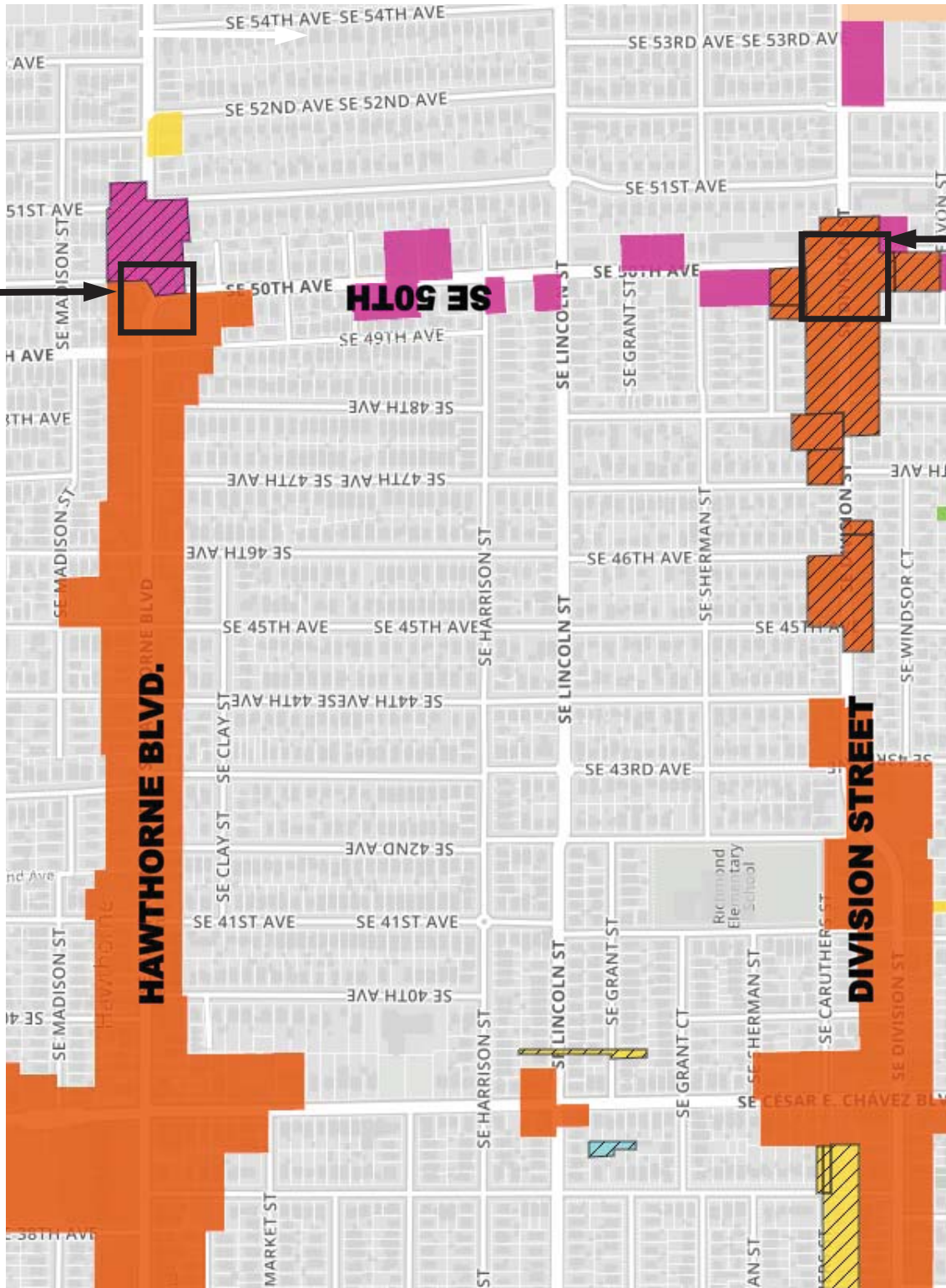
PROPERTY AT INTERSECTION  
OF HAWTHORNE & SE 50TH





Fig. 2

INTERSECTION OF HAWTHORNE & SE 50TH, SHOULD BE A GATEWAY



DIVISION STREET INTERSECTION INCLUDES ALL CORNERS, FORMING A GATEWAY

Fig. 3

PROPERTY AT SE 50TH &  
HAWTHORNE



HAWTHORNE CURVES  
AT SE 50TH



Fig. 4

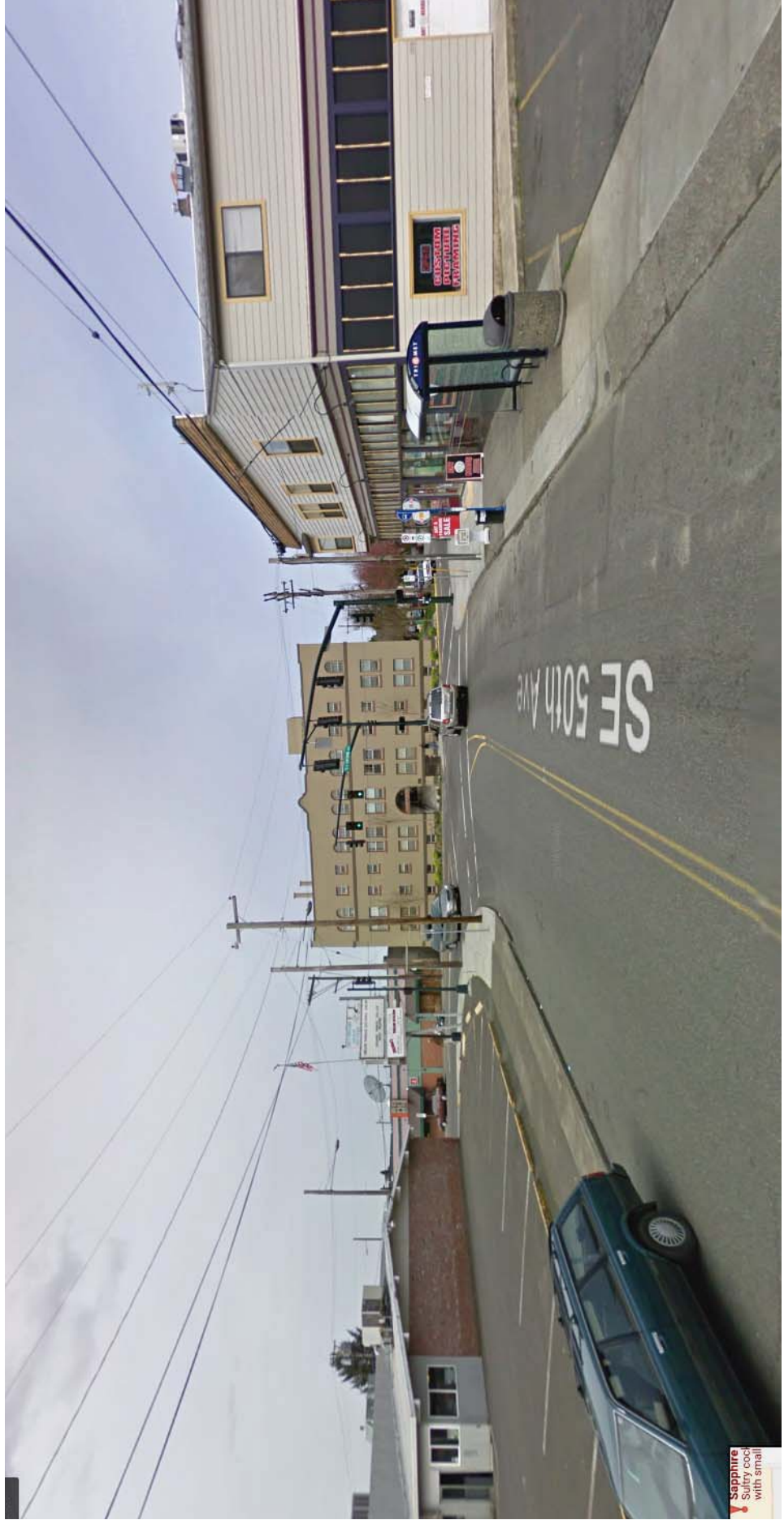
VIEW FROM WEST: HAWTHORNE  
CURVES AT 50TH, CREATING A 3  
SIDED INTERSECTION





Fig. 5

VIEW FROM SOUTH: HAWTHORNE  
CURVES AT 50TH, CREATING A 3  
SIDED INTERSECTION



Sapphire  
Sultry cool  
with small

Fig. 6

VIEW FROM EAST: HAWTHORNE CURVES AT 50TH, CREATING A 3 SIDED INTERSECTION





Fig. 7

SUBJECT PROPERTY LOCATED  
AT SE 50TH & HAWTHORNE





Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

**Re: Planning for Multnomah Village**

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Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

Patricia Zimmerman

2637 SW Hume CT. 97219 \_\_\_\_\_

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)

**From:** [Paul H. Labby](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Wednesday, October 05, 2016 12:09:09 PM

---

I am the owner of a 10,000 square foot site at the corner of N.W. 19<sup>th</sup> Avenue and Irving Street. We have had our offices in this location for over 33 years. Our building is one story and we are surrounded by multi story apartment buildings, some old and some new. The Madison Condo Project is adjacent to our site. Built at an FAR of 4:1. What happens to those units that would be non-conforming once you altered the FAR ratios?

We ourselves are apartment developers with over 2,500 units of affordable multi-family rentals in the Portland and Suburban markets. So we are familiar with dynamics of the industry.

Why are you even considering what is effectively a drastic down zoning. It is completely contrary to what should be

occurring in close in locations with services already in place. The poorly drawn map I received was conjured up and

looks like the work product of careless and less than insightful planners.

You will take over a 1,000,000 square feet of potential development out of the area in an effort to placate a few boisterous NW Neighborhood Association Members.

The pace of development will slow, supply and demand will curtail the financial feasibility of projects yet to

be built in NW. My suggestion is that you just leave well enough alone. The current FAR and zoning is working. You need to tweak your parking requirements for projects, but you will curtail development with such a draconian measure in an area that meets the needs of a great many.

Thank you

Paul H. Labby

President

Carla Properties, Ltd.

633 NW 19<sup>th</sup> Ave.

Portland, OR 97209

503-227-6501 ext 215

From: [michael.parkhurst@yahoo.com](mailto:michael.parkhurst@yahoo.com)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan Implementation  
Date: Wednesday, October 05, 2016 12:06:04 PM

---

I'm writing to share one person's opinion on the proposed changes to FAR and height limits in Northwest Portland. It is deeply regrettable that the City is considering downzoning parts of Northwest when we should all be hyperaware by now of the downside of unduly restricting the supply of housing in the close-in neighborhoods where people most want to live.

The traumatic acceleration in rents and housing prices in Portland is not really about greedy developers, too many Californians, or international investors competing with Portlanders for real estate. The underlying reality is not that complicated: way more people want to live in the City (and especially close-in) than we've allowed spaces for people to live.

A lot of the blame for this rests with planners and elected officials who've buckled (without much resistance) to homeowners' pressure to keep most of Portland at what's essentially a suburban level of housing density. We are overdue for a grownup conversation about what kind of city we want to be going forward, and specifically with whom we're willing to share this wonderful place and our great neighborhoods. If we continue to drift in the same direction, "holding harmless" single family neighborhoods sitting in a mesh of great transit and access to services, jobs, and other amenities, we know for sure we are pushing farther and farther out newer Portlanders who are not affluent enough to compete in the bidding up of an artificially and inequitably restricted supply of housing.

To Northwest, which is a special case: I think of Northwest Portland as the most desirable neighborhood in the state. If I had the wherewithal, I'd rather live there than the West Hills or Lake Oswego or any other place, partly because it's massively convenient to so many things that are of interest to me. I must not be alone in that sentiment, based on the home prices there.

I don't think that "historic character" and neighborhood "compatibility" are completely meaningless - after all it's not just Northwest's location, but the mix of uses, kinds of building there, etc. that make it so desirable - but I think an insistence on preserving those things in amber is wrongheaded, and more often than not just a cover for "I don't want change."

I'd offer a different vision for the City. Northwest is undoubtedly an urban neighborhood, and a truly urban place is defined by change. The character of Northwest is (like any urban place worth spending time in) decidedly a mix of things built at different times to different scales serving different purposes, and that's good. The neighborhood is robust enough to survive a couple of buildings that are a bit taller, and certainly robust enough to include thousands more housing units, if done well. So I reject the idea that there's a natural height or density limit that will preserve something essential about the neighborhood, and I think nudging those limits down to



“be on the safe side” pays too high a cost in lost housing capacity – as the widely publicized example involving Northwest Housing Alternatives starkly illustrates.

In my own work at the periphery of planning and policy, real estate development, and affordable housing, I’ve come to think policymakers should be much less hands-on when it comes to micromanaging exactly what can be built where. Not because private sector actors don’t make mistakes or act against the public interest (surely they do at times!), but because even the most well intentioned planners have trouble seeing far enough ahead, and even more trouble resisting organized pressure from present stakeholders on behalf of the inarticulate needs and interests of future residents and would-be residents. I don’t think the planning function of the City is charged with mollifying the current residents of any one part of the City, but rather helping preserve a range of choices based on sound reasoning and far-sightedness, planning not just for today’s Northwest neighbors, but for people who aren’t even born yet but someday will really want to live within an easy car-free commute to downtown.

Reducing the housing development capacity of Northwest – without some very good reasons indeed – amounts to pulling up the drawbridge: preserving it as an enclave for mostly affluent people who don’t have to bear much more of the downsides of an urban environment, despite the fact that they literally abut the Central Business District!

- Michael Parkhurst  
5715 N Delaware Ave  
Portland, OR 97217

**From:** [Drew Smith](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Proposed trail at SW 64th Place  
**Date:** Wednesday, October 05, 2016 11:01:06 AM

---

I'm submitting testimony for the proposal to extend a trail from Hideaway Park to SW 64<sup>th</sup> Place  
The proposed trail crosses privately owned land and I do not want a trail on that land

64<sup>th</sup> place is prohibitively steep.

It is a significant challenge to ascend on foot and impossible to do so on a bicycle

It is also dangerous to descend on a bicycle.

Someone riding a bicycle, following trail signs traveling on Canby might be taken by surprise by the steepness, fall and injure themselves

Drew Smith  
6223 Canby Street  
Portland, OR 97219  
(503)846-4946

Archive\_1Year

From: [Chris Browne](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan Implementation  
Date: Wednesday, October 05, 2016 10:47:44 AM

---

I have been looking into the group "Portland for Everyone"

I am from the Cully Neighborhood. It looks like the Cully Association of Neighbors has endorsed PFE.

We have not. This was something that a board member (David Sweet) pulled off at a board meeting. This violates the rules for endorsement by our neighborhood association. The endorsement was never put to a vote by the members of the Cully neighborhood. The same thing was done at the King neighborhood.

Just their stand on off street parking would doom their endorsement by our neighborhood.

I have only looked into the endorsements from neighborhood groups but I would suspect that most of their endorsements are not "by the people"

Thank you.

Chris Browne 503 281 0077



**Gehl P. Babinec**  
3842 SW Dolph Court  
Portland, Oregon 97219-3651

Cell: 503-956-0364  
Email: GehIB1@comcast.net

October 5, 2016

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

**Re: Planning for Multnomah Village**

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Please add this to the record.

Thank you,

Gehl P. Babinec  
3842 SW Dolph Court  
Portland, OR 97219

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)

Honorable Commissioners:

I am requesting a review of the Comprehensive Plan for the specific addresses 3300-3306 N Williams Avenue (Parcel IDs: , R308643, R308644 and R308646). There are several important reasons why the current R1 zoning should be changed during the Comprehensive Plan Early Implementation to M2:

First, the noted property appears to interrupt a contiguous strip of M2 zoned property both to the North and the South of North Williams Avenue. Others who have reviewed the Zoning Map for this area of N Williams Avenue believe that there may have been a mistake and/or an oversight for this property to remain zoned R1. The 3300-3306 N Williams Avenue property is an important corner property that is critical to the Mixed-Use Commercial planning for the area. The property does have the M overlay (see the below paragraph) and therefore the requirements for commercial on the first floor will be automatic for any future development; however, the R1 zoning does not permit this outright. The Mixed Use Commercial Requirements of the M2 zoning should be reflected in outright zoning rather than the overlay. The Overlay does nothing but create EXTRA steps to get to the intended Comprehensive Zoning Plan when this property is developed.

***CENTERS MAIN STREET (M)***

***The recommended Centers Main Street (m) overlay zone adds requirements for active ground floor commercial uses and ground floor windows in new development, requires minimum floor areas, and limits certain auto-oriented uses. This overlay is recommended in the commercial core of all Town Centers and Neighborhood Centers in order to foster continuity of the commercial district and emphasize pedestrian and transit-oriented design.***

Second, the 3300-3306 N Williams property was one of the most contaminated sites in Portland prior to our purchase and extensive remediation of the property. The remediation work continues today 24/7 with a constant soil vapor extraction system to remediate impacted soil and control soil gas propagation from this site. In partnership with City of Portland Brownfield Program we have for the past 2 years worked diligently to remediate releases from a former dry cleaning facility that previously occupied this site. **Importantly, the site may never be completely viable for ground floor residential use due to the extensive soil impacts. The final clean-up standards are determined by ODEQ and residential use may not be feasible. (see attached letter of support for the rezoning of this property from Portland Brownfield Program).**

Third, it was mentioned that the R1 zoning may not have been changed because of the desire to maintain housing inventory and insure the development of housing. Although housing may not be a requirement for M2 it is not the intention of our future plan to exclude housing. We will develop the site to the highest and best use, which will be commercial on the ground floor with the maximum allowed housing units of which we anticipate 20% to be priced at 80% of median income. We support the affordable housing efforts to maintain the diversity and sustainability of the City of Portland.

Best regards,

Timothy Ray







# CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Avenue, Room 1000, Portland, Oregon 97204 ■ Nick Fish, Commissioner ■ Michael Jordan, Director

Re: 3300 N Williams Zoning

This letter is to express the support of the Portland Brownfield Program for a zoning at 3300 N Williams Ave, Portland that allows commercial use on the ground floor.

The BES Portland Brownfield Program has been involved with this site for over 15 years because of on-site contamination resulting from the property's history as a drycleaner. We worked with the previous owner to delineate contamination with Phase I and Phase II Environmental Site Assessments, and are working with the current owner to support appropriate environmental cleanup under the supervision of Oregon Department of Environmental Quality (ODEQ). We have made a cleanup loan to the current owner through the Brownfield Cleanup Revolving Loan Fund.

Although the current owner is working diligently and with state oversight to complete cleanup, this site remains a brownfield. The dry cleaning solvents used and improperly disposed of for years on the property have left behind contaminants that can never be completely eradicated. Because one way these contaminants potentially impact people is through vapor intrusion – where compounds migrate to indoor air – ODEQ has different cleanup standards for buildings with residential activity on a ground floor than those with ground floor commercial use. Commercial uses are simply fewer hours of the day, and therefore have a more limited exposure potential than a residence.

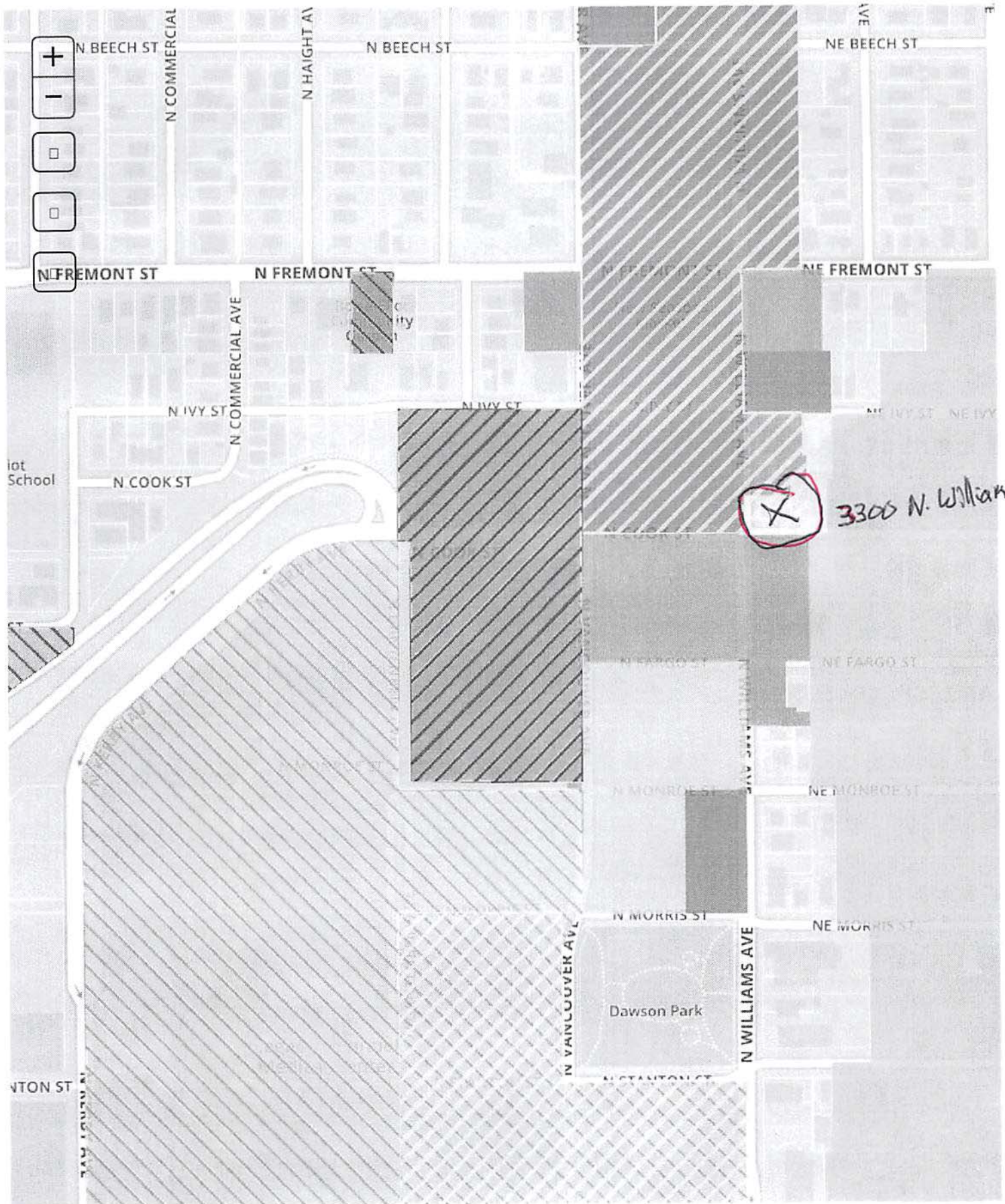
It may not be possible to clean up this site to meet ODEQ standards necessary for ground floor residential use. If it is possible, it is not likely to be financially viable. And even if it was both possible and financially viable, it is unlikely many residents would be eager to live on the ground floor of this type of site.

The Portland Brownfield Program supports brownfield cleanup to protect watersheds, human health, and the environment. We are thrilled to see this long-vacant site with challenging conditions finally being addressed, and we support its thoughtful redevelopment. Commercial use on this site's ground floor would jointly address the need for economic development and environmental remediation, and would be the best fit for this property from an environmental perspective.

Feel free to contact me if there is any further information I can provide.

Jenn Bildersee  
Coordinator, Portland Brownfield Program





From: [Carole Ivy](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Planning/Zoning for Multnomah Village  
Date: Wednesday, October 05, 2016 9:28:38 AM

---

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

### Re: Planning for Multnomah Village

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

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The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

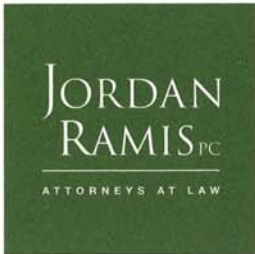
Thank you,

Carole Ivy PO Box 80763 Portland, OR 97280

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)



Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)



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Two Centerpointe Dr., 6th Floor  
Lake Oswego, OR 97035  
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[www.jordanramis.com](http://www.jordanramis.com)

Vancouver  
1499 SE Tech Center Pl., #380  
Vancouver, WA 98683  
360-567-3900

Bend  
360 SW Bond St., Suite 510  
Bend, OR 97702  
541-550-7900

VIA E-MAIL

October 4, 2016

Honorable Mayor Charlie Hales  
Commissioner Amanda Fritz  
Commissioner Steve Novick  
Commissioner Nick Fish  
Commissioner Dan Saltzman  
Jamie Dunphy, Policy Advisor  
Claire Adamsick, Senior Policy Advisor  
Zach Klonoski, Policy Advisor,  
Katie Shriver, Policy Director  
Matt Grumm, Senior Policy Manager

[mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov).  
[Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
[novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
[nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
[dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
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[katie.shriver@portlandoregon.gov](mailto:katie.shriver@portlandoregon.gov)  
[matt.grumm@portlandoregon.gov](mailto:matt.grumm@portlandoregon.gov)

Re: **Lower Sylvan Rezoning Request; 1512 and 1434 SW 58<sup>th</sup>**  
*Zoning Issues*  
Our File No. 50539-38241

Greetings:

This letter is to inform the City Council regarding two abutting properties in Lower Sylvan which total one acre. We seek rezoning from R20 to R2 to match the zone with the long standing comprehensive plan designation of R-2, in order to provide the "missing middle" housing which is much needed in Portland. R2 is a multifamily zone, which also matches the zoning of the neighboring properties to the south. At the Planning and Sustainability Commission hearing, staff had no substantive concerns with the rezone; rather, their concern was procedural, based on uncertainty about whether the rezone might inadvertently allow development without adequate street improvements, including a sidewalk.

Both the owners and the city code are committed to installation of the improvements. The marketplace expects a full sidewalk and the other elements of the frontage improvement, so that future residents can easily walk to the commercial area to the south, and visitors can park on the street.

In addition, Title 17.88.020.A expressly requires the half street improvement as a condition of the building permit, even without a land division. If there is a land division, such as for row houses or a condominium, the code authority is in Titles 17.82.070 and 33.641. Either way, the City has direct authority to require the improvement.

October 4, 2016

Page 2

The fee in lieu is not feasible because it only applies to sites where a street improvement would be isolated and not provide continuity on a block; here the improvement will connect seamlessly with recent development on the abutting properties.

Finally, the owners will cooperate in assuring construction of the sidewalk and street improvements. Both have been long term owners and residents of the area and recognize the importance of completing the sidewalk connection to the retail and services core of Lower Sylvan. Mr. Foster continues to live nearby on SW 58th and is anxious to see SW 58th improved. The owners will make their wishes known on the record and would agree to a condition or other binding requirement.

The R-2 comprehensive plan designation was good planning when it was adopted decades ago and the case for it is even stronger today. Lower Sylvan is well served by bus and the MAX line. Neighborhood retail and services abound, including a coffee shop, cleaners, sandwich shop, convenience store, gas station, and alteration service. Medical and dental offices are within a few blocks, as are community services including the fire station, grade school and sports field.

The major infrastructure need is for extension of sidewalks on SW 58<sup>th</sup>, as was done on R2 properties south of the site. Only further redevelopment consistent with R2 zoning will extend the sidewalk, and it will not overburden the existing street as has been demonstrated by the enclosed traffic analysis.

The Planning and Sustainability Commission hearing revealed only procedural concerns about this legislative rezone. Substantively, numerous city policies support the change from half acre lots to the urban R-2 designation. The procedural concerns can be resolved as described above to ensure the desired street improvement will occur when the properties are developed, and therefore we ask for your assistance in approval of the rezone to implement the R2 comprehensive plan designation of these properties.

Sincerely,

JORDAN RAMIS PC



Timothy V. Ramis  
Admitted in Oregon  
tim.ramis@jordanramis.com  
OR Direct Dial (503) 598-5573

Enclosures





June 14, 2016

Jordan Ramis, PC  
Attention: Tim V. Ramis  
2 Centerpointe, 6<sup>th</sup> Floor  
Lake Oswego, Oregon 97035

Re: **1434 & 1512 SW 58<sup>th</sup> Avenue Zone Change – Portland, Oregon**  
*Technical Letter #1 Transportation Analysis*

Project Number 20160602.00

Dear Mr. Ramis:

This technical letter supports the proposed property rezone at 1424 and 1512 SW 58<sup>th</sup> Avenue, Portland, Oregon. The following items are specifically addressed in this letter:

1. Property Description and Proposed Land Use Action
2. Trip Generation
3. Transportation Impacts
4. Proximity to Services
5. Frontage Improvements and Access Connections
6. Summary

## **1. PROPERTY DESCRIPTION AND PROPOSED LAND USE ACTION**

The two, 0.50-acre properties (totaling 1.00 acres) are located at 1424 and 1512 SW 58<sup>th</sup> Avenue, Portland, Oregon and are identified as Tax Lots 2600 and 2500 on Multnomah County Assessor's Map 1S-1E-06CA. Property access is to SW 58<sup>th</sup> Avenue connecting to SW Montgomery Street to the south.

The properties are currently zoned City of Portland Residential 20,000 (R20), a low-density single-family dwelling zone allowing 1 unit per 20,000 square feet and each has one single-family dwelling. The City is currently undertaking a legislative Comprehensive Plan map change and rezoning process and the desire is to include these properties as part. As such, it is proposed these properties be rezoned to Residential 2,000 (R2), a low-density multi-family dwelling zone allowing 1 unit per 2,000 square feet.

The proposed zoning has potential to increase site trip generation; therefore, transportation impacts are quantified and evaluated as part of this letter.

## 2. TRIP GENERATION

The subject properties total 1.00 acres, or 43,560 square feet in size. Reasonable worst-case development in the proposed R2 zone allows 21 low-density multi-family dwelling units and the current R20 zone allows 2 single-family dwelling units.

Trip generation for reasonable worst-case development in the proposed and current zone designations is estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition. For the proposed R2 zone, ITE Land Use 230 – Residential Condominium/Townhouse is used and for the current R20 zone, ITE Land Use – 210 Single-Family Detached Housing is used. Resulting trip generation is summarized in the following table.

TABLE 1 – DEVELOPMENT TRIP GENERATION						
Land Use	ITE Code	Size (Units)	Average Daily Trips	PM Peak Hour Trip Generation		
				Enter	Exit	Total
<i>Proposed R2 Zone Designation</i>						
Residential Condominium/Townhouse	230	21	122	7	4	11
<i>Current R20 Zone Designation</i>						
Single-Family Detached Housing	210	2	19	1	1	2
<b>Trip Generation Difference</b>			<b>103</b>	<b>6</b>	<b>3</b>	<b>9</b>

As identified in the table above, the proposed zone designation has potential to increase site trip generation by 9 PM peak hour trips.

## 3. TRANSPORTATION IMPACTS

The subject properties directly access SW 58<sup>th</sup> Avenue and residential development traffic is anticipated to primarily travel to/from the south and east on SW 58<sup>th</sup> Avenue, SW Montgomery Street, and SW Skyline Boulevard. No transportation infrastructure improvements are anticipated to be necessary to support this small potential traffic increase. As such, existing traffic patterns are anticipated to remain the same and increased subject property development is not anticipated to increase residential neighborhood cut-through traffic to the north.

Overall transportation impacts are small with a potential trip generation increase of 9 PM peak hour trips. As such, the proposed rezone is not anticipated to significantly affect the transportation system.

#### 4. PROXIMITY TO SERVICES

The subject properties are located approximately 900 feet (i.e., less than a ¼ mile walking distance) from commercial properties located adjacent SW Skyline Boulevard and SW Montgomery Street. These properties are zoned General Commercial (CG) allowing a full range of retail and service businesses with a local or regional market. CG zone development standards promote attractive development, an open and pleasant street appearance, and compatibility with adjacent residential areas. CG development is intended to be aesthetically pleasing for motorists, transit users, pedestrians, and the businesses themselves.

Overall, the subject properties are located sufficiently close to complimentary commercial services to promote walking, thereby reducing automobile reliance.

#### 5. FRONTAGE IMPROVEMENTS AND ACCESS CONNECTIONS

If the subject properties are rezoned and redevelopment is proposed, at a minimum, the applicant will be required to construct half-street improvements along the property frontage consistent with the City of Portland local street standard. This includes any necessary roadway widening, curb and gutter, sidewalk and any necessary right-of way dedication.

Overall, as properties develop/redevelop along SW 58<sup>th</sup> Avenue to urban density, it is anticipated the City will continue to require construction of half-street improvements, including sidewalks, with the intent of ultimately providing a continuous sidewalk along SW 58<sup>th</sup> Avenue. This will result in continuous sidewalks between the subject property and the commercial area to the south facilitating pedestrian travel.

#### 6. SUMMARY

The proposed 1434 and 1512 SW 58<sup>th</sup> Avenue property rezone will only generate 9 new PM peak hour vehicle trips and is not anticipated to significantly affect the transportation system. Additionally, the property rezone is not anticipated to promote residential neighborhood cut-through traffic and the property is sufficiently close to commercial services to promote walking.

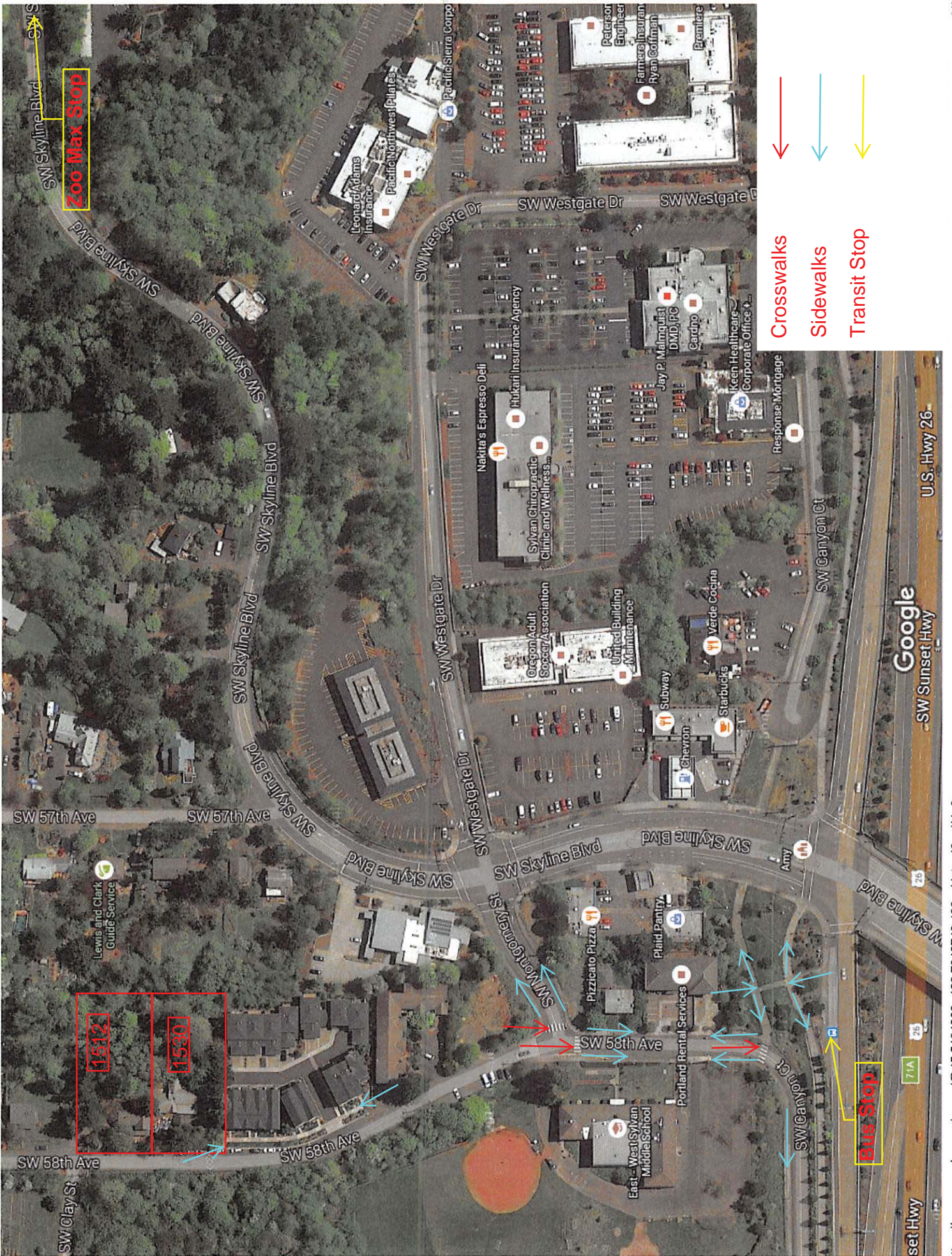
Sincerely,






Christopher M. Clemow, PE, PTOE  
Transportation Engineer







-  Crosswalks
-  Sidewalks
-  Transit Stop



PATRICIA E. WEBER  
6105 SE 41<sup>ST</sup> AVENUE  
PORTLAND, OR 97202

AUDITOR 10/05/16 AM 10:27

October 4, 2016

## STATEMENT IN OPPOSITION TO THE CITY'S PROPOSED 20-6EAR PLAN

In the past few years, I have seen houses demolished and two to six houses built in their place; and although I have attempted to obtain answers from the Mayor's ombudsperson, the Portland Department of Environment and Sustainability and the City Attorney's office, no response has been forthcoming.

1. Trees clean the air and produce oxygen necessary for human life. Yet the City continues to permit destruction of this life-sustaining force in order to cram in more three-story houses to bring in more people to use oxygen. WHY?
2. Many single-story, retrofitted or retrofittable houses are being destroyed, thereby destroying suitable housing for the elderly and handicapped IN THEIR OWN HOMES. Now we are being threatened by this proposed plan. WHY? How does this 20-year Plan coordinate with already existing laws requiring housing accommodation for the elderly and handicapped?
3. Mandatory reduction in the size of established, occupied lots is seriously restricting resident and visitor parking.
4. With reduction of lot sizes, where are the children to play--in the street, in parks blocks away and across busy streets, in bleak schoolyard. WHY?
5. Those home-owners in the areas specified in the Proposed Plan would be denied peaceful enjoyment of the property they purchased in good faith. And for those purchasing property in the affected areas now, are they being informed by realtors of the Proposed Plan?

These questions must be seriously considered before such a Plan is approved.



Patricia E. Weber

From: [Kathy and Jim Weeks](#)  
To: [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#)  
Cc: [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [City Auditor Griffin-Valade](#); [Anderson, Susan](#); [mnaLandUseCommittee@gmail.com](#)  
Subject: Multnomah Village and Zoning  
Date: Tuesday, October 04, 2016 9:11:26 PM

---

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

**Re: Planning for Multnomah Village**

Multnomah Village is an area of Portland with major historical design significance that needs protection. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

**I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1.**

The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

**I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street.** This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

**Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.**

Please add this to the record.

Thank you,



Kathy Weeks  
7439 SW 35th Ave. Portland, OR 97219

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)

From: [aidanmoon@gmail.com](mailto:aidanmoon@gmail.com) on behalf of [Rodger Murry](#)  
To: [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#)  
Cc: [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [City Auditor Griffin-Valade](#); [Anderson, Susan](#); [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)  
Subject: Re: Planning for Multnomah Village  
Date: Tuesday, October 04, 2016 7:56:29 PM

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## Portland City Council

1221 SW Fourth Avenue, Room 130

Portland, Oregon 97204

c/o Council Clerk

[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)

[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

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Please add this to the record.

Thank you,

Rodger & Ksen Murry

7640 SW 34<sup>th</sup> Ave, Apt 3 Portland, OR 97219

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)

Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)

Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)

Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)

Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)

City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)

Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)

MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)



From: [Hugh Henderson](#)  
To: [Council Clerk – Testimony](#); [BPS Comprehensive Plan Testimony](#)  
Cc: [Hales, Mayor](#); [Commissioner Fritz](#); [Commissioner Fish](#); [Commissioner Novick](#); [Commissioner Saltzman](#); [City Auditor Griffin-Valade](#); [Anderson, Susan](#); [mnaLandUseCommittee@gmail.com](#)  
Subject: Planning for Multnomah Village  
Date: Tuesday, October 04, 2016 7:53:40 PM

---

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

Re:

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Please add this to the record.

Thank you,  
Hugh Henderson  
3226 Sw Dolph Ct, Portland, OR 97219

**From:** [Mike](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Tuesday, October 04, 2016 7:03:51 PM  
**Attachments:** [Testimony Mt Scott Trail Record.pdf](#)  
[ATT00001.txt](#)

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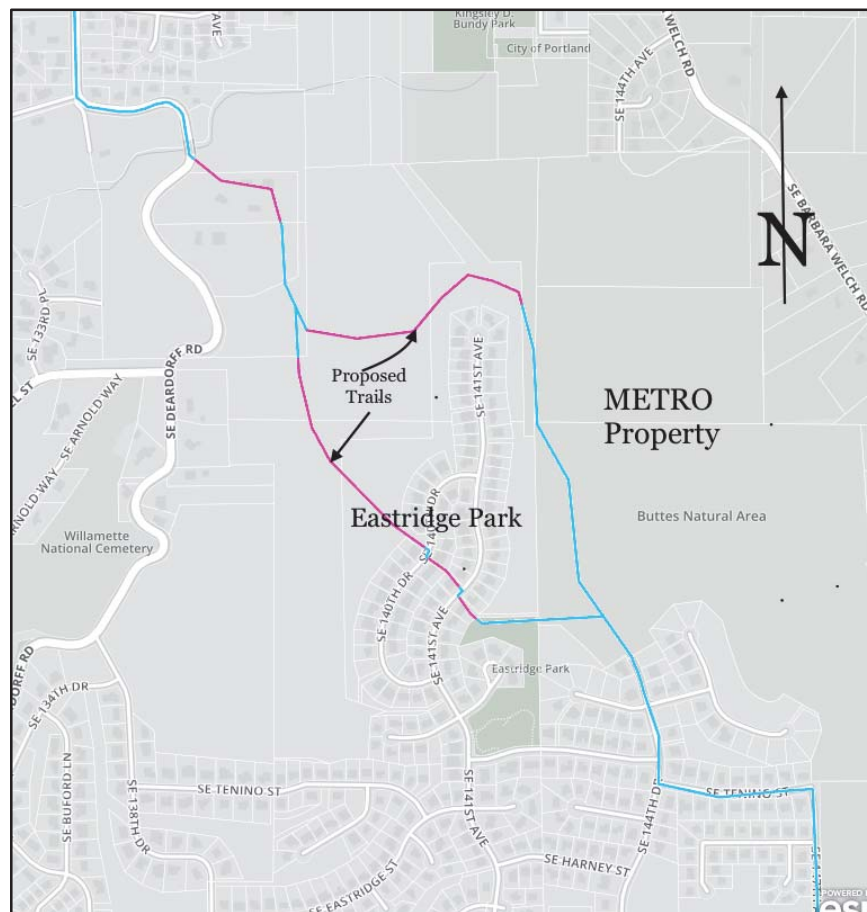
Attached is our PDF testimony regarding subject to be provided to the City Council by the Eastridge Park Homeowners Association on October 6, 2016.  
Regards, Michael Crean

Eastridge Park HOA  
c/o Ana Johansson  
7731 SE 141st Ave.  
Portland, Oregon 97236

EASTRIDGE PARK HOA TESTIMONY - PORTLAND CITY COUNCIL  
 PROPOSED ZONING MAP AMENDMENTS - MAJOR PUBLIC TRAILS

My name is Michael Crean and I reside at 7707 SE 141<sup>st</sup> Ave in the Pleasant Valley Neighborhood of the City of Portland. I am here as a member of the Board of Directors for the Eastridge Park Home Owners Association to voice our strong objection to the Proposed Zoning Map Amendment which locates a segment of a Major Public Trail on the properties of our homeowners.

The trail is part of Metro's Mount Scott/ Scouters Mountain Trail Loop Master Plan completed in 2014. As presently proposed the segments in question (see map below) would pass immediately behind and contiguous to residences in our quiet neighborhood and thereby pose a significant intrusion. Additionally the severe slopes and heavily wooded terrain associated with the proposed route appear to conflict with the City's Environmental Protection Zone requirements. We believe there exists a much less intrusive alternative alignment around our property through publicly owned land.



The public outreach process used in the development of the proposed trail routes by Metro had  
 (over)



one major shortcoming which curtailed our participation. It did not include a public hearing process where the property owners directly impacted by a proposed trail route were formally notified and given an opportunity to voice their concerns. As a result a consensus of support (a stated METRO goal) from key stakeholders such as Eastridge Park was never obtained. In fact the first formal notification with an opportunity to comment at a public hearing did not come until last May by the PSC as part of Zoning Map Amendment Process, some two years after the completion of Metro's Plan.

In conclusion we strongly protest the inclusion of these proposed trails into the zoning document with all their negative impacts on residents and property values. We request that the Council do what should have been done as part of the planning process 2 years ago ..... work with us in discussing a much less intrusive trail alignment around our Portland neighborhood that both Metro and our residents could support. Thank you.

Portland City Council  
1221 SW Fourth Avenue, Room 130  
Portland, Oregon 97204

c/o Council Clerk  
[cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
[cputestimony@portlandoregon.gov](mailto:cputestimony@portlandoregon.gov)

**Re: Planning for Multnomah Village**

Multnomah Village is an area of Portland with major historical design significant that needs to be protected. The current scale of this business district is appropriate for its narrow main street, making it an inviting place for people to shop and eat out in unique locally-owned businesses.

With the exception of one 3-story building, the Village consists of one-story and two-story buildings, many of which are the original buildings from the earliest days. The Village is covered by a Design District Overlay under the current Comprehensive Plan and this D Overlay states that new development must be consistent with the scale and character of the existing businesses, but the current zoning code does not provide this protection.

The Mixed-Use Zoning Project of the 2035 Comprehensive Plan proposes to change Commercial Storefront properties in Multnomah Village to either Commercial Mixed Zones 1 (CM1) or 2 (CM2). The CM2 designation would allow out-of-scale buildings of up to 4-stories to be built in this historic area.

I am requesting that the City Council change the designation of all properties in the business district of Multnomah Village that are covered by the current D overlay to CM1. The new CM1 designation is a better fit for the historic Village because it will limit building heights in this area to 35 feet, the approximate height of three-story buildings.

I am also requesting that building heights for lots that are bounded by two streets be measured from the lower street. This will prevent the construction of additional stories that could result if heights are measured from the higher street on these steep lots.

Lastly, I am requesting that a Plan District be implemented as part of the Comprehensive Plan for the Multnomah Village Business District to further protect the scale and character of this special place that has major design significance in the City of Portland.

Please add this to the record.

Thank you,

Mercedes and Andy Lilienthal

4537 SW Evans St , Portland OR 97219

cc: Mayor Charlie Hales, [mayorcharliehales@portlandoregon.gov](mailto:mayorcharliehales@portlandoregon.gov)  
Commissioner Amanda Fritz, [Amanda@portlandoregon.gov](mailto:Amanda@portlandoregon.gov)  
Commissioner Nick Fish, [nick@portlandoregon.gov](mailto:nick@portlandoregon.gov)  
Commissioner Steve Novick, [novick@portlandoregon.gov](mailto:novick@portlandoregon.gov)  
Commissioner Dan Saltzman, [dan@portlandoregon.gov](mailto:dan@portlandoregon.gov)  
City Auditor, La Vonne Griffin-Valade, [LaVonne@portlandoregon.gov](mailto:LaVonne@portlandoregon.gov)  
Susan Anderson, [Susan.Anderson@PortlandOregon.gov](mailto:Susan.Anderson@PortlandOregon.gov)  
MNA Land Use Committee, [mnaLandUseCommittee@gmail.com](mailto:mnaLandUseCommittee@gmail.com)

Jill Warren  
607 NW 18<sup>th</sup> Ave.  
1815 NW Hoyt Ave.  
Portland, OR 97209

October 4, 2016

Portland City Council  
1221 SW Fourth Ave.  
Portland, OR 97204

Dear Council Members,                      RE: Comprehensive Plan Zoning  
Amendments Request re: Alphabet Historic District

I support amending the Comprehensive Plan from 4:1 FAR to 2:1 FAR in the RH- zoned Alphabet Historic District. Because of the epidemic of construction in Portland we have tall buildings creeping into our neighborhood that are out of character. Higher density zoning will tempt property owners to demolish older buildings in favor of higher density to increase profits.

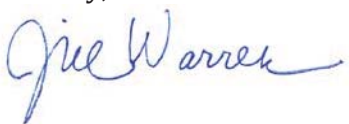
I am the owner of 2 historic buildings in the Alphabet District that consist of 10 units of rental property. One is a renovated church and the building next door was built in 1898 and designed in the Craftsman/Classic Box construction. There are 29 houses in this style with dates ranging from 1898 to 1912. The structure is intact with the exception of some porch modifications and is one of the older examples.

During the 1996 flood my two basement units flooded. We had to do extensive repairs from water damage and learned that the municipal pipes are made out of clay. How much more stress can they withstand? They're over 100 years old and need updating. This past spring my basement unit on Hoyt flooded because of the mandate for property owners to disconnect downspouts from the municipal system. It cost \$20,000 to do comprehensive flood abatement.

Decreasing the zoning capacity makes sense because it will preserve the historic integrity of the neighborhood and put less stress on existing infrastructure.

Thank you for considering eliminating 4:1 FAR allowances in RH-zoned parcels in the Alphabet Historic District.

Sincerely,





**From:** [Cole, John](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Cc:** ["Christe White"](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Tuesday, October 04, 2016 3:25:20 PM  
**Attachments:** [3\\_story.png](#)  
[UP C1 Zone Letter to the City Council 9-28-2016.pdf](#)

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-----Original Message-----

From: Christe White [<mailto:cwhite@radlerwhite.com>]  
Sent: Tuesday, October 04, 2016 2:49 PM  
To: Cole, John <[John.Cole@portlandoregon.gov](mailto:John.Cole@portlandoregon.gov)>  
Cc: Kuffner, James <[kuffner@up.edu](mailto:kuffner@up.edu)>  
Subject: Additional UP Comments on CI Zone

Hi John, I wanted to be sure you had a direct copy of the UP comment letter to City Council on the CI zone, attached. Please also submit these comments and attachments into the record.

With the help of our architectural team we have a few additional comments we would like placed in the record related to design and the CI boundaries.

#### 100-foot building length on Willamette

The new CI zone places a maximum limit on the building lengths along Willamette Blvd. of 100 feet. This length requirement will be codified unlike our current master plan which is renewed every 10 years. Our master plan has specific design requirements along Willamette Blvd. that were approved by the UPNA. The requirements call for articulation and design breaks in the facade. We just finished our first student housing project along Willamette which set the design direction and feel for the balance of Willamette. Willamette will also be more fully built out but not complete by the time the new CI zone is in place at UP. We are concerned that changing the design standards along our frontage in the middle or near the end of build out along that frontage will have a negative design impact and be inconsistent with the design direction of the balance of the frontage. (See attached of first building design).

We understand the desire to adopt a compatibility standard for campus edges but in the UP case that campus edge is already subject to those kinds of standards and the standards have already been implemented and will continue to be implemented over the next 10 years. Changing the standard in this case may not be needed or preferable. It seems that there are several solutions here one of which is to assure that the building length standard can be adjusted if UP can demonstrate that the building meets the previously adopted compatibility standards under the master plan.

#### 200-foot building setback

For the UP campus, the CI zone seems to mimic the no build area along Willamette that is currently developed with practice fields. The existing conditional use master plan did not anticipate any development on that area of campus for at least the 10-year life of the master plan. Thus, the no-build area. The CI zone adopts this thinking and places a 200-foot building setback in this same area. The difference between the CI zone and the conditional use master plan is that the CI zone is permanent and the master plan was our 10-year thinking. It is possible in the future that the practice fields could move down to the river campus and the existing practice fields could be the subject of a new use. The CI zone seems to preclude this opportunity, yet the campus design of such development could be readily compatible with the neighborhood across the street, much as the development further west on Willamette.

We would therefore like you to remove the 200-foot setback along this portion of Willamette and instead subject that area to the same provisions as the balance of the Willamette frontage.

## CI Boundary

We noticed that a few properties that are currently within our master plan boundaries are not included in the CI zone but sit in an area surrounded by other campus ownership. We would like to check in with you on the reason for this exclusion. We recognize that today we do not own those properties and that our master plan does not affect those properties until such time as we own or control those properties, if ever. Can the same provision be made available under the CI zone. UP does not want to be in a position of having to request a rezone in the middle of its campus for 2 residential lots when or if those lots come under UP ownership. Is there a provision, much like the CUMS provision, that rezones those lots as well but does not make that zoning applicable until such time as UP owns or controls those lots?

Thanks for the opportunity to make these additional comments.

Thanks John. CCW

Christe C. White  
111 SW Columbia Street, Suite 1100  
Portland, OR 97201  
T 971.634.0200 F 971.634.0222 Direct 971.634.0204

We advise you that any discussion of federal tax matters in this email is not intended or written to be used, and may not be used by you or any taxpayer, to (a) avoid penalties under the Internal Revenue Code, or (b) promote, market or recommend to any other party any transaction or matter addressed herein. All taxpayers should seek independent tax advice.



US Business Leadership Network (USBLN)  
1310 Braddock Place, Suite 101  
Alexandria, VA 22314  
Phone: (800) 706-2710  
Fax: (800) 706-1335  
[info@usbln.org](mailto:info@usbln.org)  
[www.usbln.org](http://www.usbln.org)

October 4, 2016

Re: Portland Comprehensive Plan Implementation – Please Remove the Drive-thru Prohibition

Dear Mayor Hales and Portland City Council:

The US Business Leadership Network (USBLN) urges you to reconsider their proposal to prohibit drive through facilities in much of the city. While the intent of the policy is admirable, it is shortsighted in recognizing the impact to people with disabilities.

Drive through allow people with disabilities access to a variety of businesses including restaurants, banks, and pharmacies. While it may seem like a matter of convenience to some, being able to access these and other establishments can often be challenging to people with a variety of disabilities, and a drive through can often be a solution. This policy would have a negative impact on people with mobility issues, including wheelchair users and senior citizens.

The USBLN opposes any action that would limit the accessibility of public accommodations to people with disabilities, and hopes you will work with the business community on an alternative solution.

Sincerely,

Jill Houghton  
President and CEO

###

The US Business Leadership Network is a national non-profit that helps business drive performance by leveraging disability inclusion in the workplace, supply chain, and marketplace. The USBLN serves as the collective voice of nearly 50 Business Leadership Network affiliates across the United States, representing over 5,000 businesses. Additionally, the USBLN Disability Supplier Diversity Program (DSDP) is the nation's leading third party certification program for disability-owned businesses, including businesses owned by service-disabled veterans.



**From:** [Joanna Matyska](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** 6016 - 6020 NE Willow St., State ID #1N2E31AD 1500  
**Date:** Tuesday, October 04, 2016 1:52:11 PM

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To whom it may concern,

I received notice that my lot, 6016 - 6020 NE Willow St., State ID #1N2E31AD 1500, is proposed to change from zones R1, R5 to R1. I believe that a better designation for this lot would be RH. The lot has excellent access to public transportation, but it is very long and narrow. While the R1 designation does increase the density in accordance with a higher density public transportation access corridor, the very narrow shape of the property makes the 25 foot height restriction within 10' of the property line of an R1 designation overly restrictive.

Considering the long, narrow shape of the property, I believe that a designation of RH would be much more appropriate and beneficial for the long term development in this area.

Thank you for your consideration,

Joanna Matyska

Sent from [Outlook](#)

From: [Greg Spencer](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan Implementation  
Date: Tuesday, October 04, 2016 12:37:14 PM

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Hello,

Regarding, in particular, the RECOMMENDED DRAFT – AUGUST 2016 "Amendments to the Transportation System Plan: Initial Steps to Implement the 2035 Comprehensive Plan":

As a new homeowner in Roseway, I wanted to weigh in in favor of the proposed bikeway on Sandy Blvd. This is the main commercial strip in Roseway, and my family and I make daily bicycle trips along and across this street for groceries, to get to and from school, for work commutes and to run other errands. The street is now dedicated to motor traffic and the high vehicle speeds make it dangerous for bicycling as well as walking. As a matter of public safety and fairness -- the city needs to do something to reduce the menace of motor traffic and to encourage and ensure a safe environment for those who travel sustainably.

It's true that Roseway has some neighborhood greenways along residential streets (e.g. 77th as well as Klickitat west of Sandy), but for many utility trips, you simply cannot avoid Sandy Blvd. It is the commercial heart of the neighborhood and it should be accessible and safe for all.

Portland has strategic goals to eliminate traffic deaths, to boost its levels of cycling and other sustainable travel and to reduce its ecological footprint. Designating Sandy as a bikeway would support these citywide goals as well as improve the local neighborhood!

Thank you,

Greg Spencer

--

Greg Spencer  
Editorial Manager  
Regional Environmental Center  
Ady Endre ut 9-11  
2000 Szentendre, Hungary  
Blog: <http://cyclingsolution.blogspot.com/>

From: [Gilson/Batchelor](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan - Portland Transportation Plan Stage 2  
Date: Tuesday, October 04, 2016 12:10:50 PM

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I strongly oppose the City Bikeway specification for Sandy Blvd and Halsey Avenue. My reasons are both for safety as well as the livability of the neighborhoods. You can create bikelanes on the inner side streets that will be safer and provide for less congestion. There are many examples of this that your transportation group chooses not to explore. Imagine a child riding on either of those streets with cars moving so closely aside. I occasionally come across bikers using Halsey as a bike lane and the proximity to a fast moving car is insane- especially as they boldly ride two by two. Parking is already disappearing and I fear for the businesses that will be left with no parking. Your comprehensive plan also calls for new housing with very limited parking spaces. Where will the cars be parked?... You know the answer..on the streets that have less and less options for vehicles to park.

I am also extremely frustrated that there was **no mention** of this by the transportation design group when they visited the Rose City Neighbors Meeting. They talked of safer street crossings and sidewalk considerations but no mention of these bike lanes. Where is the community involvement?

**NO TO CITY BIKEWAYS ON SANDY AND HALSEY!**

Susan Gilson  
NE Portland

# S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE  
8210 SE 13th AVENUE, PORTLAND, OR 97202  
STATION 503-234-3570 • CHURCH 503-233-1497

October 3, 2016

Comprehensive Plan Implementation  
Portland City Council  
1221 SW 4<sup>th</sup> Ave. Room 130  
Portland, OR 97204

Honorable Mayor and City Commissioners:

As part of the Comprehensive Plan Zoning map, the Sellwood Moreland Improvement League (SMILE) is submitting the following testimony regarding adding the Design overlay to our Neighborhood Center. As we did in our Comprehensive Plan testimony, we are again requesting that the design overlay be expanded to Sellwood Moreland's Neighborhood Centers.

A little history - in the late 1990's both the East Portland Community Plan and the SW Community Plan were initiated. A Southeast Community Plan was planned to follow, but in November 1996, the state of Oregon passed Ballot Measure 47 and the resulting property tax cuts led to the early suspension of these neighborhood planning programs. The city turned its focus to the Regional 2040 Growth Concept. Although Sellwood Moreland did complete a Neighborhood Plan process in 1998, the focus was only on our residential zoning. The zoning of our commercial corridors has not been updated since the 1980 Comprehensive Plan. Through the Community Plan program three SW neighborhoods, Multnomah Village, Hillsdale and Johns Landing received a design ("d") overlay in their centers. Sellwood Westmoreland has the same Neighborhood Center designation as Multnomah Village and Johns Landing and we ask to receive the "d" overlay in parity with these SW neighborhoods.

It's hard to believe but since our first Design Overlay request to you in October 2015, there has been actually been an increase in the pace of development in our neighborhood. Considering the amenities already present as well as those on the way in Sellwood Moreland it shouldn't be a surprise. We have good public schools, multiple preschools, two full service grocery stores, doctors and dentists, 4 food cart pods, the new Orange line light rail, an improved and nearly completed Sellwood Bridge, Oaks Bottom Natural Area, Sellwood Park, Johnson Creek Park, and Westmoreland Park with the city's first Nature-Based play area, continuing removal of culverts to allow fish passage through Crystal Springs, October completion of the new 17<sup>th</sup> Avenue Multi-use bike path to Milwaukie, the Springwater Corridor Gap completion from Umatilla to 13<sup>th</sup> and the moving of the rails for the completion of 13<sup>th</sup> to 17<sup>th</sup> as we speak. There is no



denying, we are very fortunate and Sellwood Moreland has become a very desirable place to live.

We understand we do not meet ONE of the criteria of the Mixed Use Zones Project for expansion of the “d” overlay as we are not designated a Civic Corridor or Urban Center but a Mixed Use-Neighborhood. (Recommended Draft Map IV-2) BUT, *the Mixed Use Zones Project states explicitly that it is expanding the design overlay to “areas (that) are expected to see the greatest amount of development and change, and warrant additional design oversight.”* (Recommended Draft p. 43). We are a neighborhood that had 5,927 housing units in 2014 (Multnomah County Census tracts 1 and 2) and another 1,119 units are presently under development in multi-family buildings (early assist, permit review, or under construction), mostly in our commercial corridors (nextportland.com) as of 9/20/16. Thus, there is a 19% increase in housing units presently being developed in our neighborhood and that number doesn’t include anything that was built in the gap between the 2014 Census and today in 2016. Certainly this phenomenal growth qualifies our neighborhood as an area that is seeing a great amount of development and change, the standard for applying the design overlay in the Mixed Use Zones Project. We do not meet the definition of the more intense Town Center such as Division Street which serves a wider area and has 700 units built or planned 2014-2016 (Division Design Initiative) or the Lloyd Center in the Central City with more than 1000 units in the pipeline (DJC 8/25/16). Lloyd Center has high capacity transit like us which increases the amount of density we will take on. Both of these Centers have a “d” overlay.

The magnitude and density of development in Sellwood Moreland is much greater than other Neighborhood Centers. As Commissioners, you are most likely very familiar with these areas. If you are thinking, “well, we would need to add the “d-overlay” to all comparable Neighborhood Centers with a Mixed Use Neighborhood Comprehensive Plan designation, you can see in the table below that none of these other areas are comparable in the amount or density of development they are receiving now or will take in the next 20 years. With 2.8 miles of corridor, Sellwood Moreland still has much more capacity for development and there is no comparison in terms of the amount of amenities we offer and proximity to downtown, which means this trend will continue.

Neighborhood Centers with Comprehensive Plan Mixed Use - Neighborhood designation	D overlay	Miles of Mixed Use – Neighborhood corridor	Number of multifamily units under development	Units per mile of corridor
Sellwood Moreland	No	2.8	1,119	400
Montavilla	No	0.2	46	230
Multnomah Village	Yes	0.8	72	90
Concordia/NE 42nd	No	0.5	19	38
Cully	No	0.5	13	26
Hayden Island	No	0.1	0	0
Woodstock	No	0.8	0	0

Table comparing development in Neighborhood Centers all of which have a Comprehensive Plan designation of Mixed Use - Neighborhood. Data from Portlandmaps.com, Google maps, Comprehensive Plan Map App, and nextportland.com.

The intent of the Design Overlay Zone is to promote quality development that conserves, enhances, and continues the vitality of neighborhoods. As we accept light rail and increased density into our neighborhood we seek to apply a higher design standard on our commercial corridors. We don't believe that Design Standards will create perfect buildings, but we hope they will help in noticeable ways to maintain some of the character of our neighborhood, give us more thoughtfully designed buildings and ease this difficult and rapid transition to more density in our two centers (Bybee/Milwaukie & Tacoma/13<sup>th</sup>). We believe that with the current DOZA assessment and subsequent Design review revisions, the Design Standards can be more effective when they are informed by the current times.

This testimony was approved by the SMILE Board of Directors on September 21, 2016. Our neighborhood has been actively involved in the Mixed Use Zones Project and we look forward to implementation of its changes. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Corinne Stefanick". The signature is written in black ink and is positioned above the typed name.

Corinne Stefanick, President  
Sellwood-Moreland Improvement League

**From:** [Katherine Clark](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Comprehensive Plan Implementation  
**Date:** Monday, October 03, 2016 8:34:49 PM

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To members of the Planning and Sustainability Commission,

In regard to a possible change in a segment of the Major Public Trail affecting the Woods Creek development, I agree with the following concerns:

The proposed trail goes through land that is established as a greenspace and is currently owned and maintained privately.

The proposed trail crosses over the front yard at 7525 SW 64th Pl where there is a fire hydrant and large multi-use utilities control box.

There is inadequate space for public parking for visitors to the proposed trail.

The loss of privacy and increased noise is contrary to the HOA CC&Rs that state the green-space "is owned and maintained by the HOA for the benefit of all homeowners in Woods Creek".

Sincerely,  
Katherine Clark, homeowner

**From:** [Washington, Mustafa](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** FW: I support removal of parking minimums  
**Date:** Monday, October 03, 2016 2:46:19 PM

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**From:** Adam Herstein [mailto:aherstein@gmail.com]  
**Sent:** Monday, October 03, 2016 12:04 AM  
**To:** Commissioner Fritz <amanda@portlandoregon.gov>; Hales, Mayor <mayorcharliehales@portlandoregon.gov>; Commissioner Saltzman <dan@portlandoregon.gov>; Commissioner Fish <nick@portlandoregon.gov>; Commissioner Novick <novick@portlandoregon.gov>  
**Subject:** I support removal of parking minimums

I support the complete removal of parking minimums in commercial (CM2, CM3, etc.) zones. We cannot reach our affordable housing goals with the existing rules regarding parking.

Thank you,  
Adam Herstein



**From:** [Dan Hoyt](#)  
**To:** [BPS Comprehensive Plan Testimony](#)  
**Subject:** Fwd: Comprehensive Plan Implementation  
**Date:** Monday, October 03, 2016 1:53:29 PM

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I support the efforts to encourage infill, create flexibility with changes to R5 and corner lots, and am opposed to historic districts intended to block redevelopment.

From: [Blake Goud](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Cc: [Hales, Mayor](#); [Commissioner Fish](#); [Commissioner Fritz](#); [Commissioner Novick](#); [Commissioner Saltzman](#)  
Subject: Comprehensive Plan Implementation  
Date: Sunday, October 02, 2016 8:42:49 PM

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To Whom It May Concern:

There are many reasons why free parking has skewed incentives in new building construction and transportation management. The result is a city clogged with cars that would not be here if it were not for subsidized storage space in on-street and mandated off-street parking.

Requiring off-street parking is ineffective at solving parking problems because as long as on-street parking is cheaply available, residents to a neighborhood will keep their cars and store them at the curb. Parking requirements can dramatically increase rents, congestion, and reduce housing supply. On-street parking management, such as market-rate permits, will have a greater impact on parking problems without exacerbating the housing crisis further.

I urge you to follow the trend of other cities including Seattle and Oakland, and guidelines from the White House to reduce the supply of free parking and eliminate the costly burden that minimum parking requirements have on all tenants of multifamily buildings, whether they have a car or not.

Sincerely,

Blake Goud N. Portland resident

From: [Linda Balfour](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan Implementation  
Date: Sunday, October 02, 2016 8:34:04 PM

---

Dear City Council,

I am writing to voice my opposition to changing the base zone in the Woodstock neighborhood from zone R5 to R2.5

My husband and I bought on SE 41st Ave, because of the livability and space the Woodstock neighborhood provides. We are deeply concerned that higher density will result in a significant change in character for the neighborhood, as well as creating car traffic the neighborhood is not designed to accommodate.

Thank you for taking my testimony into consideration as you move forward with the Comprehensive Plan Updates.

Sincerely,  
Linda Balfour, homeowner  
6115 SE 41st Ave,  
Portland OR 97202  
503-757-8388

From: [anne.snedecor](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Subject: Comprehensive Plan Implementation  
Date: Sunday, October 02, 2016 1:19:21 PM

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Anne Snedecor  
5308 SE Tolman Street  
Portland,OR 97206

I am against changing the zoning on our lot from R5 to R2.5. This change would allow my neighbors on either side to subdivide their lots or if they were to sell to a contractor, that individual could subdivide. If this were to happen, we would lose all privacy and quiet to the back part of our lot if a home or duplex was built as flag lot on either side of us and two story. Also congestion would occur on our street that is already tight with many vehicles that cannot park within their own driveways due to limited or lack of off street parking. This would also increase noise on a fairly quiet street.

Subdividing lots would also decrease the quality of living, with homes that do not have proper green spaces around them as a buffer between homes and to provide homeowners with a private sanctuary in their own backyard. Also it would limit families from purchasing these homes on tight lots due to no space for children to play safely.

Allowing this subdivision to happen changes the make up of the street and its residents. Most of our neighbors purchased these homes because they have nice size backyards and it is a quiet street. Allowing this change in zoning would erode this lifestyle we have all come to love.

The city should concentrate more on already zoned areas for higher density and make new buildings that are two or more stories, mixed use. Having apartments incorporated into the plans.

This is a nicely established street, with the proper amount of homes and living space per lot. Please do not allow this change in zoning which would open up the possibility of squeezing in substandard homes or duplexes into a now peaceful and pleasant street.

Thank you,  
Anne Snedecor



From: [Aaron](#)  
To: [BPS Comprehensive Plan Testimony](#)  
Cc: [Erin Shannon](#)  
Subject: Comprehensive Plan Implementation  
Date: Sunday, October 02, 2016 10:16:11 AM

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To whom it may concern,

Yes, Portland is a fast growing community. I will make ONE request. Do not plan to change base zones near ELEMENTARY SCHOOLS. My house is 2 blocks from Woodstock elementary.

A change in base zones would increase the amount of residents, therefore increasing the amount of cars and traffic from new morning/afternoon commuters. There's already an issue in this area with a lack of stop signs. And subsequently more automobile collisions. The Children who walk to school would be in potentially more danger from the increase of autos. So please take special consideration of **NOT** changing base zones for at least a FIVE BLOCK radius around elementary schools.

Sincerely,  
Aaron Kawamoto

**Property: 5033 SE Knight ST**

**State ID # 1S2E18CA 5100**

**Current Base Zone: R5**

**Proposed Base Zone: R2.5**